

# ALL HANDS



in this issue: INTERNATIONAL NAVAL REVIEW

JUNE 1976







# ALL HANDS

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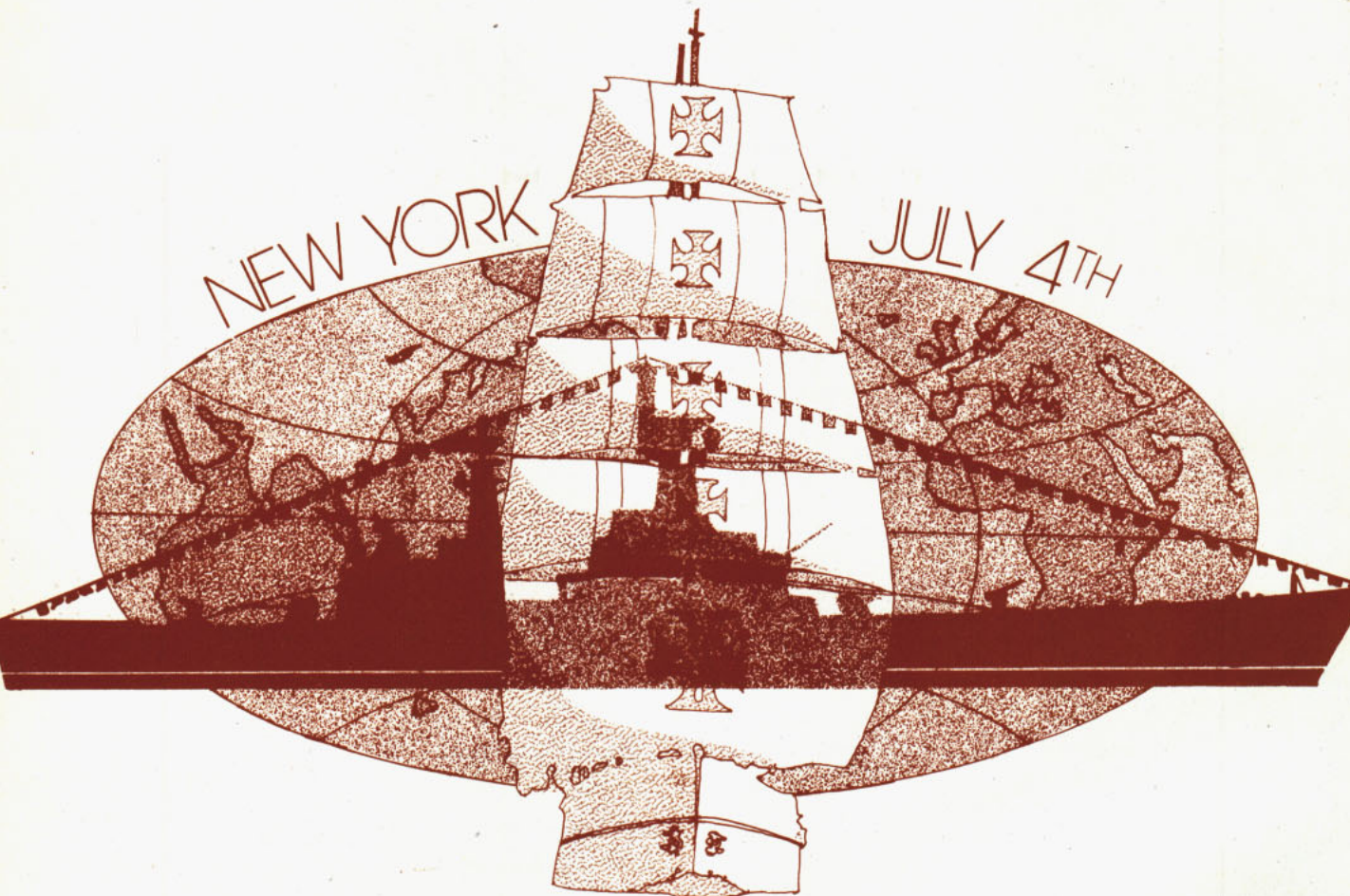
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LEFT: Every June 14 someone is bound to ask, "Why are the flags flying?" Flag Day is one of those occasions which comes year after year but hasn't really caught on—perhaps its overshadowed by July 4th. Yet Flag Day (a legal holiday in Pennsylvania) has only one purpose: show the flag and be proud. These are the massed flags at the Washington Monument in the nation's capital. They fly every day of the year, rain or shine, Bicentennial or no. (Photo by PH2 Terry Mitchell, USN.)

FRONT COVER: Led by the reviewing ship USS Wainwright (CG 28), ships and delegations from more than 40 countries will assemble in New York Harbor July 4th to participate in the Fourth International Naval Review. The painting, designed as a poster, is by NIRA's LTJG Bill Ray.

BACK COVER: Tall ships from around the world will rendezvous in New York Harbor on 4 July for the Bicentennial salute to our nation's maritime heritage. Painting by Navy Department artist John Landry.





# INTERNATIONAL NAVAL REVIEW

—JO1 Tom Jansing

New Yorkers, and visitors to that city, will witness a spectacle next month that would have done Cecil B. DeMille proud: a line of 50 modern warships from some 30 countries, stretching along the Hudson River as far as the eye can see. This will be the International Naval Review (INR), part of a gigantic "birthday party," to be held in New York Harbor on Independence Day, and the first naval review to be held in that city since 1893.

Announced last July by Secretary of the Navy J. William Middendorf II, the Review is one of the U.S. Navy's major contributions to the nation's Bicentennial observance. Under the overall direction of Admiral Isaac C. Kidd, Jr., Commander in Chief, U.S. Atlantic Fleet, it will be held in conjunction with Operation Sail '76, a parade of about 225 sailing ships, and New York City's five-day-long Bicentennial celebration "Salute '76."

"You can get an inkling of the scale we're talking about," said New York Mayor Abraham Beame, "from

this one statistic: visiting naval officers and crews, alone, are estimated to number 25,000."

Led by the 80,000-ton aircraft carrier USS *Forrestal* (CV 59), the official host ship for the INR, units of the Review under the tactical command of Vice Admiral John J. Shanahan, Commander U. S. Second Fleet, include guided missile cruisers, frigates, destroyers, support ships, amphibious vessels, patrol boats, a mine-layer, training ships, minesweepers and a school ship.

Ninety-four maritime nations were invited to participate in the Review. Among the foreign participants will be frigates from Japan, Norway and Spain and destroyers from Australia, Brazil and Italy.

Other countries sending ships include Argentina, Belgium, Canada, Chile, Colombia, Denmark, Dominican Republic, Egypt, France, Great Britain, the Netherlands, Peru, Portugal, Romania, South Africa, Sweden, Turkey, Venezuela and West Germany.

Several other nations plan to send naval delegations. Among these are Bangladesh, Ecuador, El Salvador,



Finland, Ghana, Indonesia, Iran, Ireland, Israel, Nicaragua, Pakistan, Saudi Arabia, Senegal, Thailand and Uruguay.

More than five million spectators, including hundreds of thousands of visitors to New York, are expected to witness the Naval Review and OpSail parade. A fleet of more than 5000 yachts is also expected to be on hand and millions more will watch on national network television as well as from abroad via satellite.

International Naval Reviews have taken place in the U.S. over the years to celebrate unique historical events. The first was held in April 1893 in New York to commemorate the 400th anniversary of Columbus' discovery of America. Nine countries joined with the United States in saluting that milestone; President Grover Cleveland, on board the cruiser USS *Dolphin*, reviewed the assembled ships.

The U. S. Navy hosted the second International Naval Review in Hampton Roads, Va., in the spring of 1907. That event celebrated the 300th anniversary of the founding of Jamestown, the first permanent settlement in America. From the presidential yacht *Mayflower*, President Theodore Roosevelt reviewed more than 100 naval vessels representing six nations.

Nineteen years ago, in 1957, the 350th anniversary of Jamestown was celebrated. Then—Secretary of Defense Charles E. Wilson, embarked in the cruiser USS *Canberra*, reviewed ships from 18 countries in Hampton Roads for this third International Naval Review.

Ships at next month's Fourth INR will rendezvous 200 miles off the coast on 2 July and steam in three columns toward New York Harbor, passing Ambrose Light, at 0630 on the 3rd. At 0800 the armada will form a single, 20-mile-long column led by Commander Second Fleet's flagship USS *Wainwright* (CG 28). After exchanging a ceremonial gun salute at the harbor's entrance with the firing battery at Fort Hamilton, the ships will anchor in the Upper Bay and in the Hudson River as far north as the George Washington Bridge.

At 1200 the next day, the Fourth of July, each ship

will fire a gun salute to the nation. An hour later, the senior U. S. official present, along with other dignitaries embarked in *Wainwright*, will steam southward from the George Washington Bridge to review the warships of these many nations as they lie at anchor, fully dressed and with rails manned. In addition, another 3000 official guests will watch the review from a front row seat—bleachers set up on the flight deck of *Forrestal*, which will be anchored just south of the Statue of Liberty.

After the review, the ships will tie up in Manhattan, Brooklyn, Staten Island, Hoboken, Jersey City and Port Newark. Pier spaces have been donated by the Port Authority of New York and New Jersey. Those ships tying up in New York will use the big, modern, passenger wharves in order to get closer to midtown—where all the action is. Only *Forrestal*, too big for pier-side berthing, will remain at anchor.

While tied up, ships will be open for public visiting from 1300 to 1600 on 5 and 6 July.

At noon on 6 July representatives of crews and bands from the naval and OpSail ships will march up Broadway in a ticker-tape land parade from Battery Park to City Hall. There they will be hosted by the mayor.

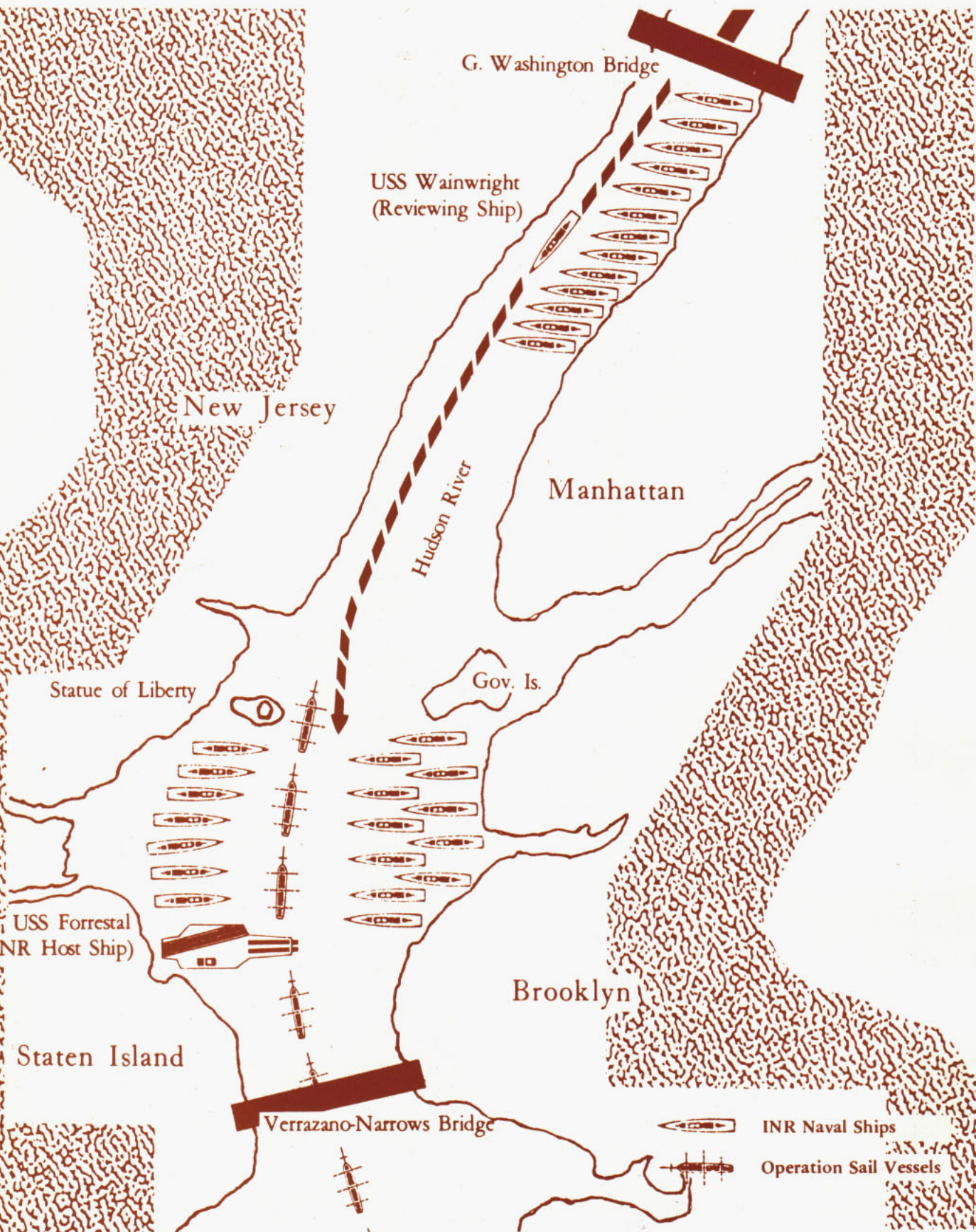
While in New York, Naval Review crewmen will also be able to attend jazz and band concerts, any one of more than 25 ethnic pageants, as well as cultural displays, parades, theater performances, religious observances and numerous historical reenactments, all part of Salute '76. Fourth of July activities will culminate in a dazzling fireworks display from barges anchored around the Statue of Liberty.

Most ships of the International Naval Review will depart New York on 7 July. Many will return to their own countries, but some will visit other U. S. and foreign cities—a great finale to a spectacular birthday.

The First International Naval Review, held in New York Harbor on 27 Apr 1893, included a gun salute to President Grover Cleveland embarked in USS *Dolphin*, a U. S. Navy cruiser. Painting by Kurt & Allison.











# INR liberty in Fun City

What will 25,000 sailors do on liberty in New York City?

You probably have your own answer to that one, but for the city's week-long Bicentennial celebration there will be more than usual goings on around town.

Many will have a seemingly endless round of INR receptions to attend. These will be hosted by the U.S. Navy, the Coast Guard, ComThree, OpSail and others.

The USO has planned dances and recreation activities, and has available a large quantity of tickets for ball games, the theater, movies and other special events.

In addition, foreign sailors will be entertained royally by individuals and groups from NYC's many ethnic communities.

Biggest attraction for all hands is still Fun City—and what a place to visit during the July 4th week. That's when "Salute '76" will be underway—a nonstop, five-day-long Bicentennial celebration as big as the city itself. This will be capped by the largest public festival ever, the city's "July 4th in Old New York."

Festivities will begin on 3 July as residents from the Bronx and Queens bring out the bands and performing artists to greet the tall-masted OpSail ships sailing down the East River. That evening a parade 20,000 strong, complete with marching bands and floats, will move up Fifth Avenue in the opening event for Salute '76. A Central Park concert will follow.

Independence Day starts with a sunrise ecumenical service in Battery Park. Then on the high tide (1000), as scores of sailing ships parade into New York harbor, flanked by the naval vessels, the "July 4th in Old New York Festival" will begin. Among the free, day-long events will be historic pageants at City Hall, Customs House and Federal Hall; 25 ethnic festivals with music, dance theater, crafts and foods; civic ceremonies with local and visiting dignitaries; a U.S. Theater Pavilion with well-known actors and actresses reading selections from noted American writers; and parades and street

performers, along with indigenous American music.

Five free concerts are featured in the Old New York Festival. They are the "Newport Jazz Festival" at the World Trade Center, the American Symphony Orchestra at Battery Park, the New York Philharmonic Orchestra in Central Park, the U.S. Coast Guard Band at Inwood Park and the U.S. Navy Band at Riverside Park.

The day will be rounded out by a spectacular fireworks display from barges gathered by the Statue of Liberty.

On 5 July luminaries from the "Newport Jazz Festival" will return to "Swing Street" (52nd St. between 5th and 8th Avenues) and recreate the fabulous 1930s and '40s "Jazz Era." Free exhibitions, memorabilia and continuous performances of ragtime, big band, swing and traditional jazz will be the score.

While these events are going on, neighborhood and block associations will stage Independence Day celebrations throughout the city from 5-8 July.

As counterpoint to these local festivals, major museums and historic houses will highlight aspects of American art and Revolutionary history. The Brooklyn Museum's exhibit "American Folk Sculpture" will display objects in American folk art; The Whitney Museum of American Art will exhibit "200 Years of American Sculpture;" The Museum of Modern Art will explore "American Film Comedy."

Five exhibits at the New York Historical Society will look at the city's growth. The New York Public Library's exhibition "The American Idea: Discovery, Revolution, Independence" contains 17th and 18th Century documents, maps, paintings and drawings. The Museum of the City of New York will have a continuous multimedia presentation, "Revolution in New York."

Parties, concerts, dances, parades, ethnic festivals, museum displays—it may be too much for even 25,000 sailors to take it all in, but they'll have fun trying.



# Doing the INR unscramble

It sounds like modern math, but it's not that simple. Fifty-six Navy ships, 25,000 sailors from 30 countries—along with 150 sailing ships in one harbor—adds up to one big scramble.

But thanks to Captain W. C. "Chuck" Larry, assistant chief of staff for operations at 3ND, and his staff,

the International Naval Review will prove to be the best show of the nation's Bicentennial.

Working out of their 72nd floor office in the World Trade Center Building, CAPT Larry's INR Coordination Center (INRCC) staff combined forces with New York City and OpSail planners and formed task forces of about 50 people each. Each task force looked into specific problem areas, considered all the angles, worked with related city departments (fire, transportation, sanitation, etc.) and held regular meetings to solve these problems.

Information from the task forces was fed into the INRCC computers and eventually the pieces began to jell.

"The help we received from New York City was outstanding," said CAPT Larry. "No other city could have worked this thing out—they're used to doing things in a big way here in New York."

Typical of the hundreds of minor details the INRCC had to solve was garbage removal from 56 naval ships as they lay at anchor in the harbor on 3 and 4 July. It would have cost \$1.75 million per day just to haul it away by barge, the INRCC learned. Their budget couldn't stand that kind of strain. The solution was a directive to all ships to hold their garbage on board until they tied up pier-side after the review.

Not so easily solved, however, was the problem of slots for each ship following the review.

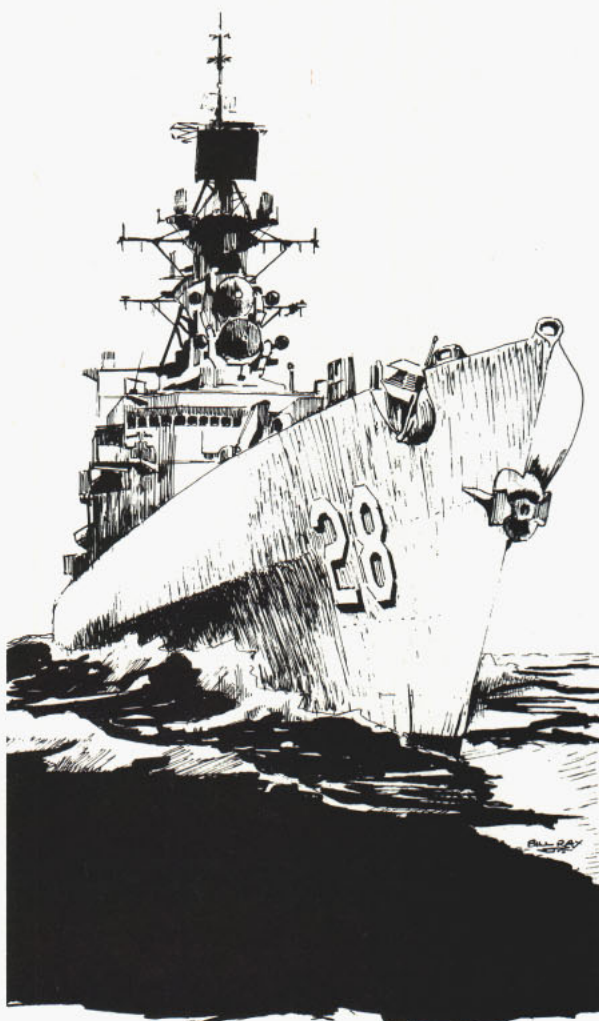
"After learning what ships each country was sending," said Yeoman 2nd Jerry Olague, "we had to get the statistics of each—their draft, beam, length and so on. Then this information along with pier availability was fed into the computer. Berths were then assigned.

"To double-check, we even had one officer go out and actually take soundings at each assigned berth making sure there wasn't going to be a draft problem."

That was just the beginning of the berthing headaches. Docking requests were numerous, and often conflicting. The Poles, for example, desired that all their ships be tied up in the same area. The New York Italian community asked if both ships could be pier-side rather than in a nest as planned.

CinCLantFlt has requested that all foreign ships be tied up in Manhattan. However, the Italian community of Staten Island felt somewhat slighted because no Italian ships were scheduled to dock there. "That was worked out," said Olague, "when the Italian cruiser *San Giorgio* agreed to come into Staten Island a day early for a visit, and then return to sea the next day to form up with the other INR ships."

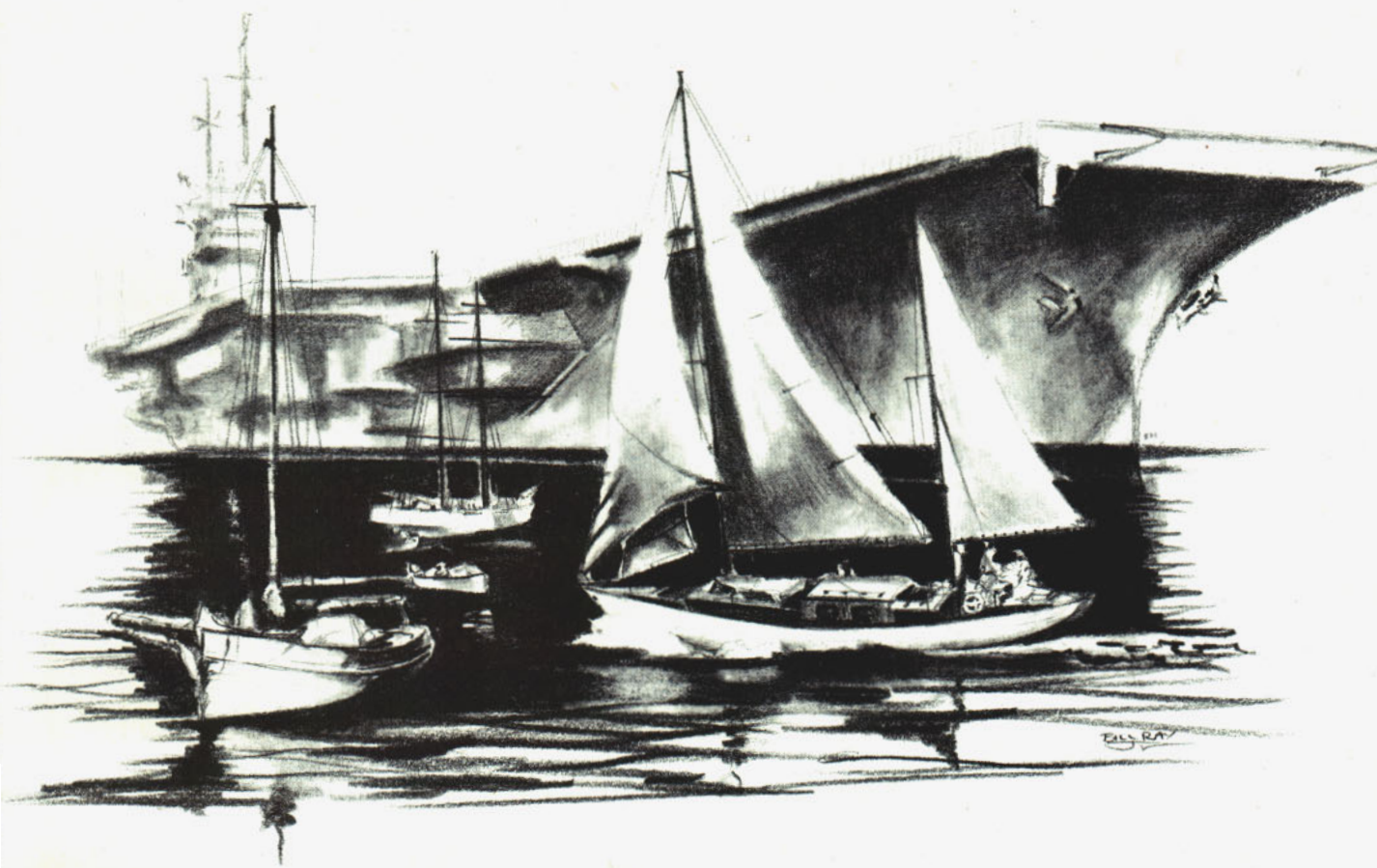
The INRCC docking plan was designed, also, to provide a good mix between guests and hosts. "We have arranged for American ships and foreign ships to tie up together as much as possible," said Olague, "so that



The ships of the International Naval Review will be reviewed by the senior U. S. official present, embarked in the guided missile cruiser Wainwright (CG 28), steaming down the Hudson River from the George Washington Bridge to the aircraft carrier Forrester.



# "That's a Coast Guard problem."



they can exchange visits."

Moving the ships from the review anchorage to their berths without creating a New York style traffic jam also presented a problem. Anchorages have been assigned in the order in which ships will move pierside.

Keeping the warships from tilting with the 5-10,000 small craft expected for the occasion was something else. "That's a Coast Guard problem," said Olague. "They will have several cutters directing traffic."

The Coast Guard also helped solve the problem of merchant ships in the crowded harbor on Review day. "They solved that," said Olague, "by issuing a Notice to Mariners closing the harbor to all commercial traffic on July 4th."

Will it all fit together on the big day? That haunting question dances through the heads of the INRCC people constantly. With all plans made, they can only sit back now and hope it doesn't rain on their parade.



# INR: Here are those coming

## INR SHIPS:

Argentina	Sail Training Ship*	Libertad
Australia	Guided Missile Destroyer	Hobart
Belgium	Sail Training Ship*	Zenobe Gramme
Brazil	Destroyer	Sergipe
Canada	Destroyer	Iroquois
Chile	Sail Training Ship*	
Colombia	Sail Training Ship*	Gloria
Denmark	Frigate	Peder Skram
Dominican Republic	Minesweeper	Prestol
Egypt	Presidential Yacht	Hurriya
France	Destroyer Coastal Patrol Vessel	Duperre Drogou
Federal Republic of Germany	Destroyer Support Ship	Hessen Gluckfburg
Italy	Destroyer	San Giorgio
Japan	Destroyer Training Ship	Nagatsuki Katori
The Netherlands	Guided Missile Destroyer Frigate Frigate	Tromp Holland Zeeland
Norway	Frigate	Trondheim
Peru	School Ship	Independencia





# to the extravaganza



<b>Portugal</b>	<b>Corvette Frigate</b>	<b>Honorio Bareto Afonso Cerqueira</b>
<b>Romania</b>	<b>Sail Training Ship*</b>	<b>Mircea</b>
<b>South Africa</b>	<b>Frigate</b>	<b>President Kruger</b>
<b>Spain</b>	<b>Guided Missile Frigate Sail Training Ship*</b>	<b>Asturias Juan Sebastian De Elcano (damaged in June) Alvsnabben</b>
<b>Sweden</b>	<b>Minelayer</b>	
<b>Tunisia</b>	<b>Destroyer</b>	<b>President Bourguiba</b>
<b>Turkey</b>	<b>Destroyer</b>	<b>Peyk</b>
<b>United Kingdom</b>	<b>Light Cruiser Frigate Frigate</b>	<b>London Bacchante Lowestoft</b>
<b>Venezuela</b>	<b>Destroyer</b>	<b>Zulia</b>

\*Indicates the ship will represent the country in both the International Naval Review and Operation Sail '76.

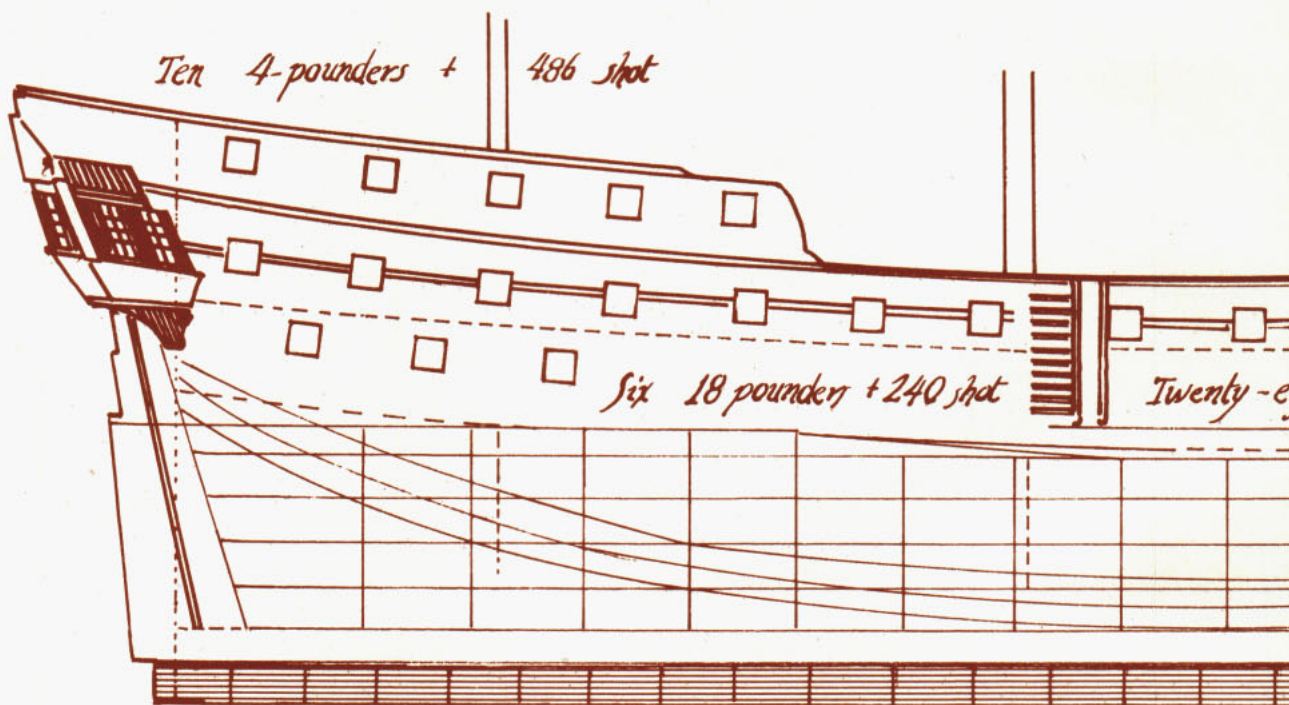
## INR DELEGATES

**Bangladesh  
Ecuador  
El Salvador  
Finland  
Ghana  
Indonesia  
Iran  
Ireland**

**Israel  
Nicaragua  
Pakistan  
Saudi Arabia  
Senegal  
Thailand  
Uruguay**



# In Search of the Bonhomme Richard



When it comes to *Bonhomme Richard*, historians all agree on one point: she was barely seaworthy when John Paul Jones took command in France in 1779, just weeks before his celebrated victory over *HMS Serapis*.

Frustrated by numerous attempts to secure a ship from France after having delivered *Ranger*, Jones was ready to accept anything which would get him back to sea. Finally, through Ben Franklin's diplomatic efforts, a barnacled, weather-beaten, deserted French merchantman—formerly *Duc de Duras*—was presented to Jones as his next command. At her helm, he won his monumental battle but lost his ship.

Today, after nearly 200 years under the surface of the North Sea, it's anyone's guess as to what is left of the "good man Richard."

In a project fraught with almost as much uncertainty as the original 18th century sea battle, a historical foundation has announced plans to locate and retrieve portions of *Bonhomme Richard*, particularly her artillery, from her noble grave. The three-year international effort by the Atlantic Charter Maritime Archaeological Foundation will be headed by retired Navy Captain Wayne L. Zimmerman.

The captain, who is project director of the foundation's *Bonhomme Richard* expedition, outlined plans recently to the Naval Reserve Association's annual convention to locate and raise the illustrious Revolutionary War naval vessel from the depths off Flamborough Head by England's eastern shore.

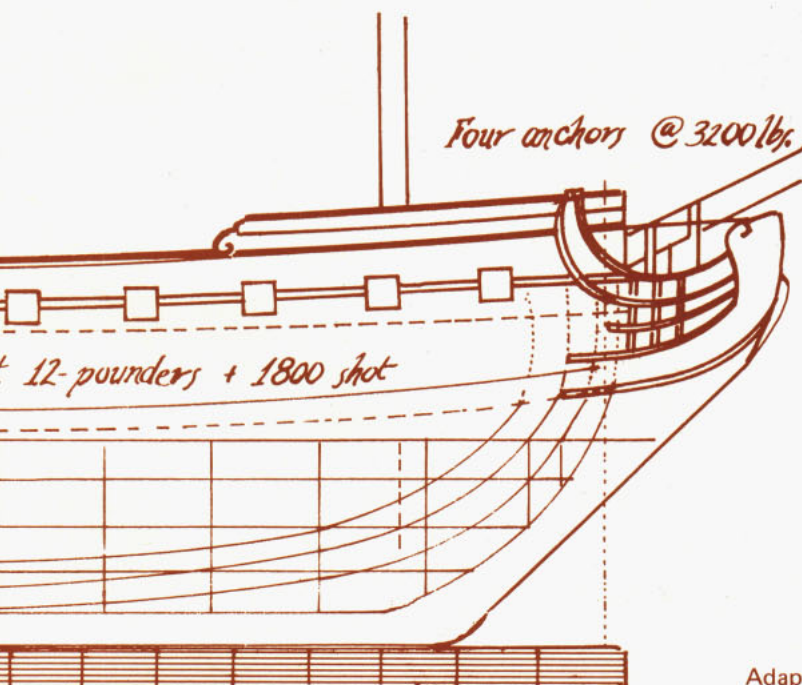
The Foundation plans to seek out and locate *Bonhomme Richard* in two main phases:

- Phase I includes assembling the necessary resources, proceeding to England and conducting a concentrated search effort from June through September 1976. When the search begins, high-resolution sonar and electromagnetic equipment, augmented by underwater television and divers trained in archaeology, will be used to locate and identify positively what remains of the ship.

- Phase II is a three-year, scientifically oriented, archaeological excavation of the remains of the "Bonny Dick." The entire project should conclude in 1979, just in time for the celebration of the 200th anniversary of the battle.

The search area is a 42-square-mile triangle in the North Sea. The perimeters of the area were established





40 tons pig iron  
40 tons refuge shot  
20 tons shingles  
30 tons stone

One stream anchor  
@ 1600 lbs.  
Two keelers  
@ 500 lbs.

Rudder Pintles  
gudgeons and chain  
1300 lbs. if iron  
1400 lbs. if bronze

Adapted from drawing by Norman Rubin.

after a thorough review of previous research accomplished by the noted historian, the late Rear Admiral Samuel Eliot Morison in preparation for his book, *John Paul Jones: A Sailor's Biography*, and through a comprehensive study of the ship's original logs, eyewitness accounts, currents and tides. Both sources describe the ship's position before, during and after the battle.

Preliminary investigations of the proposed search area indicate a water depth of 15 to 20 fathoms and a clean-swept, hard shale bottom. Both conditions are considered favorable for the methods of searching proposed by the Foundation.

Further narrowing the search area and increasing the probability of success, computers will be used to correlate geographical, geological, hydrographical and meteorological data.

It has been pointed out by some of those involved in the successful search for the Union ironclad *Monitor* that *Bonhomme Richard* may elude searchers because it may blend perfectly with other wrecks in the North Sea. Her wreckage is in an area where similar wrecks are known to abound and positive identification of one of these as Jones' ship may prove extremely difficult.

However, Dr. Harold Edgerton of MIT, one of the scientists involved in the successful *Monitor* search and president of the Foundation feels confident that Jones' vessel will be located and identified. Apparently, one of the keys to identification is the unusual circumstance that *Bonhomme Richard* was ballasted with a mixture of stones and 150 to 300 tons of iron ingots and cannon shot. While the hull will have largely deteriorated, the metal and boulders will remain, marking the wreckage. This ballast mound will be about 140 feet long; 40 feet wide, and six feet high.

Experts have established many criteria for determining if *Bonhomme Richard* has actually been found instead of a similar wreck:

- Identification of a large accumulation of scrap iron and boulders.
- Detection of French markings on the ship's cannon.
- Proof of blown-out breeches known to exist in two of the ship's 40 cannon.

If the wreck of *Bonhomme Richard* is actually located, and iron objects such as cannon are raised, scientists estimate that it will take from 12 to 18 months to complete the electrolytic "de-rusting" process nec-



essary for their conservation and preservation. This process will be undertaken by the University of Texas at Austin.

Much still remains to be done before positive identification of iron ingots and cannon becomes necessary. Assembling the proper equipment and recruiting people with the required expertise is necessary at the onset. Next, the ocean floor in the suspected area must be mapped and all known wrecks identified. This is a mammoth project, but identification has begun and modern wrecks are quickly being excluded from further investigation through a process of elimination. Local fishermen and the Royal Hydrographic Office are assisting this phase of the operation.

British fishermen keep records noting every position where their nets snag. The locations of these "fastenings," many of which are remains of ancient wrecks, are considered valuable information and are not publicly revealed but sold by fishermen to one another. Fortunately for the Foundation, several fishermen with extensive logs of fastenings—more than 240 in all—

agreed to release the information to help locate *Bonhomme Richard*.

Fed into a computer, this information, accompanied by data furnished by the British Royal Hydrographer's Office on 250 known wrecks since 1880, will help eliminate many potential targets by comparing known wreck locations to fastening positions. Fastenings determined to be vintage 18th century, of course, will be investigated by divers to ascertain if they could be the wreck being hunted.

Once the probable position of *Bonhomme Richard* has been determined, a suitable ship has to be obtained for use as primary search vessel from which salvage operations will be conducted. Storage facilities for equipment and conservation tanks have been provided by private citizens right on Flamborough Head. Further aid is desired from the Royal Navy, specifically, providing a naval salvage vessel capable of lifting heavy objects, such as cannon, from the ocean bottom.

CAPT Zimmerman stated that the Foundation will be using a precise navigational system, a high-resolution device that would be buoy-, shore- or shipboard-mounted provided by Decca Surveys. "We cannot say we found something until we can tell somebody where it is. We can't say where it is unless we have precise navigation," said the captain.

Actual ownership of *Bonhomme Richard*, determined by the U. S. Navy's Judge Advocate General, is claimed by France. However, the Foundation has received a letter from the French government approving its plans. Although the ship herself belongs to France, it is virtually certain that little of her wooden hull remains after nearly two centuries under the sea.

The *Bonhomme Richard* project has been approved by the American Revolution Bicentennial commission and the Council for Nautical Archaeology of Great Britain. The Under Secretary of the Navy has expressed willingness to assist the project with the loan of equipment.







Oil painting by Edward Moran.

The most celebrated naval engagement of the American Revolutionary War was fought off Flamborough Head on the eastern coast of England. The American ship *Bonhomme Richard*, a poorly armed former French merchantman (*Duc de Duras*), was pitted against a new and much superior British frigate, HMS *Serapis*.

In August 1779 Commodore John Paul Jones left France on a mission designed to disrupt British coastal shipping. *Bonhomme Richard*, accompanied by six smaller vessels skippered by French captains, set a course northwestward toward Ireland. Within two weeks' time, John Paul Jones had captured several prizes, thrown the Irish seacoast into a panic, and become the object of a fierce search by the British Admiralty.

During the deployment, however, two of Jones' ships deserted him and another, losing her way in a storm, returned to France.

In early September, after reaching north as far as the Orkney Islands, Jones turned south and began sailing down the eastern coast of Scotland. After three weeks, Jones abandoned plans to capture the port cities of Leith and Newcastle. He was in the vicinity of Hull and Scarborough when—on the afternoon of 23 Sep 1779—a fleet of more than 40 merchant ships was sighted, approaching from the north. These ships comprised a Baltic convoy bringing sorely needed naval stores from Scandinavia to Britain.

Jones quickly signaled his ships to form a line-of-battle, but his captains ignored the order. Realizing its immediate danger, the British convoy scattered for shore; the two escorting British warships bore down on Jones. *Serapis*, a new 44-gun frigate, paired off with *Bonhomme Richard*—the engagement began.

At the onset of battle, two of Jones' largest guns exploded, killing several crewmen. It was decided that the four remaining 18-pounders were too dangerous to fire. Thus Jones' main battery was out of action from the very beginning.

As the moon rose and spectators gathered on shore

to watch, Jones laid his ship hard against *Serapis*. It was then that Captain Pearson of *Serapis*, thinking that Jones was surrendering, asked, "Have you struck, sir?" Jones replied with those famous words "Struck, sir? I have not yet begun to fight!"

The two ships were now so close that the only way Pearson could get his lower gun ports open was to blow them off by firing his cannon through them. At this point in the battle, *Serapis* had let go an anchor and the two ships were locked in a death duel.

As the battle raged, sharpshooting French marines in *Bonhomme's* fighting tops picked off Englishmen on the decks of *Serapis*. Gun after gun fell silent. The fatal blow was dealt by one of Jones' men who climbed out on a spar over the English ship and dropped a grenade down an open hatch, setting off an explosion among cannon cartridges lying on the deck below.

By then, *Bonhomme Richard* was mortally damaged. Slowly sinking and burning furiously, she now had only her nine-pounders in action. But *Serapis* was so severely wounded after the explosion below decks that her captain finally surrendered, tearing down the red ensign with his own hands. The three-hour battle was over.

Now, efforts began in earnest to save *Bonhomme Richard*. For 36 hours, bucket brigades and ship's carpenters struggled in vain to keep her afloat. Finally, she was abandoned and, shortly before noon on 25 September, Jones and his men watched sadly—from the deck of *Serapis*—as their gallant ship disappeared beneath the waves.

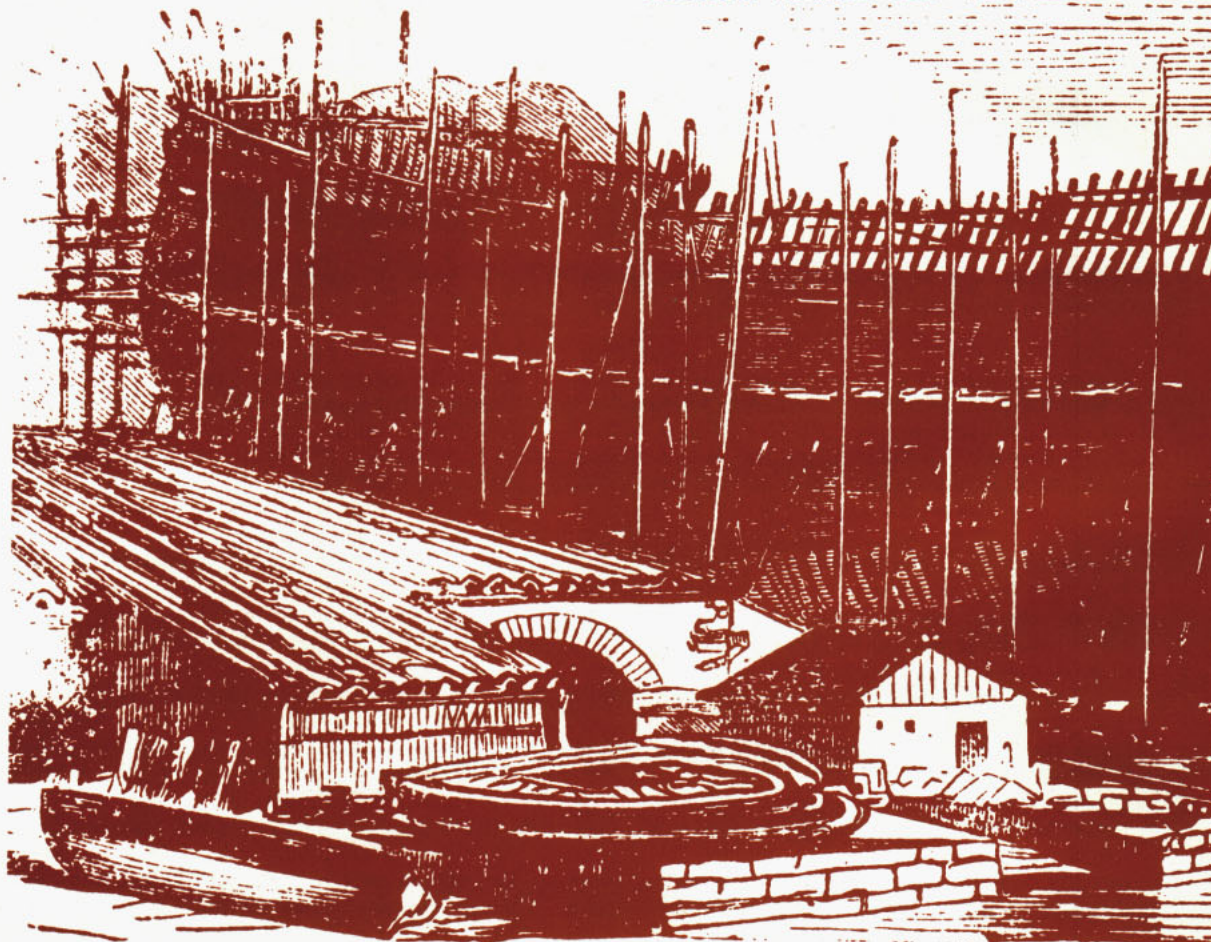
Captain Pearson, though defeated, had saved his convoy and was subsequently knighted by King George III. Hearing this, Jones was reported as saying, "Let me fight him again and I'll make him a lord!" The young American Navy had fought and won against a superior foe at a time when a victory was badly needed. An American hero had emerged.

—LT Tom Davis, SC, USN



# Shipyards

## Midwives of th



The Navy may have been conceived in the Continental Congress, but shipyards acted as midwife. It took more than a decade to firmly establish the first shipyards, although many date back to pre-Revolutionary days. The War of 1812 assured the yards' success but those first few years—detailed below—were continual battles for existence.

At the outbreak of the Revolution, there was no active, oceangoing, Continental navy, only a small fleet called Washington's Navy. Acquired and outfitted for war, the ships, for the most part, were manned by merchant seamen. Their sole purpose was to capture arms and supplies for George Washington's Army. Their enemy—the world's mightiest seapower.

It soon became clear that this makeshift force was insufficient. When the Second Continental Congress met in Philadelphia on 13 Oct 1775, it approved the acquisition and fitting out of two vessels. A few weeks later, Congress requested two more ships.

While *Alfred*, *Columbus*, *Cabot* and *Andrew Doria* were being purchased and fitted out, Congress was working on another plan. To fight the English, the colonies had to have ships built for battle. Finally, in December 1775, Congress voted to build 13 frigates, the construction contracts to be distributed among private yards throughout the colonies.

The "Marine Committee" was appointed to supervise the building of these vessels and to perform this



# Early Fleet



function, the committee appointed "agents" to supervise the work.

At its peak, the Continental Navy had only some 30 ships. Combined with states' navies and privateers, the hastily assembled navy still managed to demonstrate the importance of seapower. But by the end of the war in 1783, the Navy was down to a total of only five active ships. The last, *Alliance*, was sold in 1785 and converted to a merchantman.

Without a navy for protection, merchant ships from the 13 states soon fell victim to pirates along Africa's Barbary Coast. Without fear of reprisal, pirates raided and plundered any ship entering their waters, demanding high ransom for their release. Something had to be

done. Congress passed an act providing for the purchase or construction of six vessels to rebuild the fleet.

In order to construct the ships quickly and with the greatest efficiency, President Washington decided to have the six vessels built in several ports. Each yard was assigned four officials: a superintendent, naval constructor, navy agent and clerk of the yard. The superintendent had general charge of the entire operation of the yard and the constructor was responsible for the progress of the frigates' construction. Navy agents had charge of all disbursements. They purchased building materials and supplies and paid wages of workmen. For his work, the agent was allowed a commission of 2.5 per cent of the sums expended. The clerk of the yard received, issued and accounted for all public property in the yard. His ledgers became a means of checking the honesty of agents. Clerks of the yard were paid \$750 a year.

Before the frigates could be completed, a treaty was signed with Algiers. The act authorizing the construction of the ships had called for a suspension of work in the event of a treaty. However, the President was reluctant to lose the frigates and continued construction on the grounds that to stop work suddenly would not be in the best financial interest of the communities involved. Washington arranged a compromise with Congress. Three frigates—*Constitution* at Boston, *United States* at Philadelphia, and *Constellation* at Baltimore—would be completed and work on the others—*President*, *Congress* and *Chesapeake*—would be stopped and perishable materials sold.

It wasn't until Benjamin Stoddert's term (1798-1801) as first Secretary of the Navy that some action was taken on the establishment of permanent Navy yards. Congress had repeatedly refused the Navy Department specific authority to purchase land for a shipyard. Stoddert obtained that authority by a liberal interpretation of the law in which Congress appropriated money for construction of six 74-gun ships. Stoddert determined that the rented yards were too small for these large ships. Since it did not appear economical for the government to improve private property, President Adams and Stoddert decided to purchase permanent building grounds for the Navy. They thus derived their authority solely from the direction of Congress to build the larger ships.

Spreading the work as before, Stoddert chose to have the ships built in six different places. He thought that, eventually, the navy would need only three yards—one in New Hampshire or Massachusetts, one on the Hudson River and one on the Chesapeake Bay.

By May 1799, he had decided to build one of the ships at Washington. A few months later, he sent



Joshua Humphreys, the chief naval constructor, to the new capital to fix the location of the site.

Stoddert then turned his attention to the yard at Gosport (Portsmouth). That yard had been established in 1767 under the British. Deep water, tall timber stands and excellent waterways made it an ideal location. During the Revolutionary War, Gosport built ships for Virginia's Navy. The yard had been rented in 1794 by the government. After the Virginia legislature authorized permanent transfer of the land to the Navy Department, the 16 acres of land was appraised at \$12,000. Stoddert paid that amount, since bickering about the price would bring the matter before Congress, and he did not have their blessing, as yet. The yard would later, in 1862, be renamed the Norfolk Naval Shipyard.

Another yard at Portsmouth, N.H., was acquired from William and Sarah Dennett on 12 Jun 1800 for \$5500. Known as Fernald's or Dennett's Island, the site contained almost 58 acres.

Various sites for a Navy yard around Boston were considered before Humphreys selected a location at Charlestown. Ten adjacent lots owned by several people amounted to 34 acres and cost \$37,348.

In establishing the Philadelphia Shipyard, Humphreys was in favor of purchasing a parcel of land lying north of the city. But the Secretary of the Navy decided to buy the 11 acres the Navy Department had been renting in the district of Southwark. These grounds could be obtained immediately, while Humphreys' choice could not—\$37,000 was paid for this land.

About this time, Stoddert learned of preparations underway to auction off a shipyard located on Wallabout Bay in Brooklyn, N. Y. The site offered the advantages of a first class shipyard, but at the time consisted of little more than a few ramshackle buildings, a sluggish pond used to age and season oak beams and planking, and a muddy island. The site, encompassing almost 42 acres, was purchased for \$40,000.

Selection and purchase of these first six Navy shipyard sites were accomplished in a minimum amount of time. Stoddert managed most of the transactions himself. If the business weren't completed quickly, he feared that all his work would be undone by the incoming Republican (Jefferson) administration. By the time Stoddert turned over the keys to the Navy Department (April 1801), the purchases were virtually complete.

Stoddert had reason to worry. Thomas Jefferson had declared the country "Navy mad," and sworn to "reduce Naval spending to lowest terms." His would be a defensive Navy—one of sloops-of-war, gunboats and barges for coastal and harbor defense—not the large, 74-gun warships called for by President Adams. Jefferson also was inclined to favor fewer yards. In his first annual message to Congress, after expressing his doubts as to the legality of the purchases in the first

place, he called for an investigation to determine how many yards were needed. In the end, the number of shipyards was allowed to stand.

Unable to cut expenses by eliminating yards, the new administration sought other ways to lower expenditures. Improvements planned by Stoddert were never carried through and many employees of the yards were dismissed.

The yard in the city of Washington was the only one in which President Jefferson expressed any interest. He directed that all ships destined to be "laid up in ordinary" (similar in intent to mothballing) be brought to Washington. He made the yard the chief depot of supplies and the repair shop of the Navy, spending more money on its improvement than on all other shipyards combined. Soon, Federalists in New England and Virginia began to complain. Why was Jefferson building up a Navy yard so inconvenient to the sea as Washington. Jefferson managed to defend his actions by declaring that the Navy and the naval establishments would bear close watching in the future and he wanted them right under his eyes.

Jefferson's plans for the Washington Navy Yard included a drydock, a first for the colonies. With a taste for mechanical things, he derived great satisfaction in conceiving and planning his "grand" drydock. When the plans reached Congress, they were not adopted. The expense involved was astronomical. Many of the Congressmen also believe that even if Jefferson's drydock were feasible, the ships would be strained and ruined by leaving them out of the water.

In the early years of his administration, Jefferson clearly acted to restrain further growth of the Navy, and Navy shipyards. His appointed Secretary of the Navy, Robert Smith, was not an effective administrator, and endorsed Jefferson's position on limiting growth.

During the first year in office, the new administration slashed Navy appropriations drastically. Once more than \$3 million under Adams, Navy funding ran less than \$1 million. Manpower and ships were affected by the cuts. Soon circumstances would cause Jefferson to increase naval expenditures. Ironically, for one so against military spending, Jefferson's administration was plagued with strife—the war with Tripoli was still being fought and war with Spain became a possibility. As early as 1809, while Jefferson was still in office, it was thought that a second war against Great Britain was inevitable.

Until early in 1812, Paul Hamilton's administration of the Navy (under Madison) was uneventful, except for one bill which almost proved disastrous.

The House voted to discontinue the Portsmouth, Philadelphia and Washington Navy yards. During debate, the management of the Washington yard was attacked; perhaps Jefferson's prediction had come true. Even Hamilton declared the yard "a sink of all that

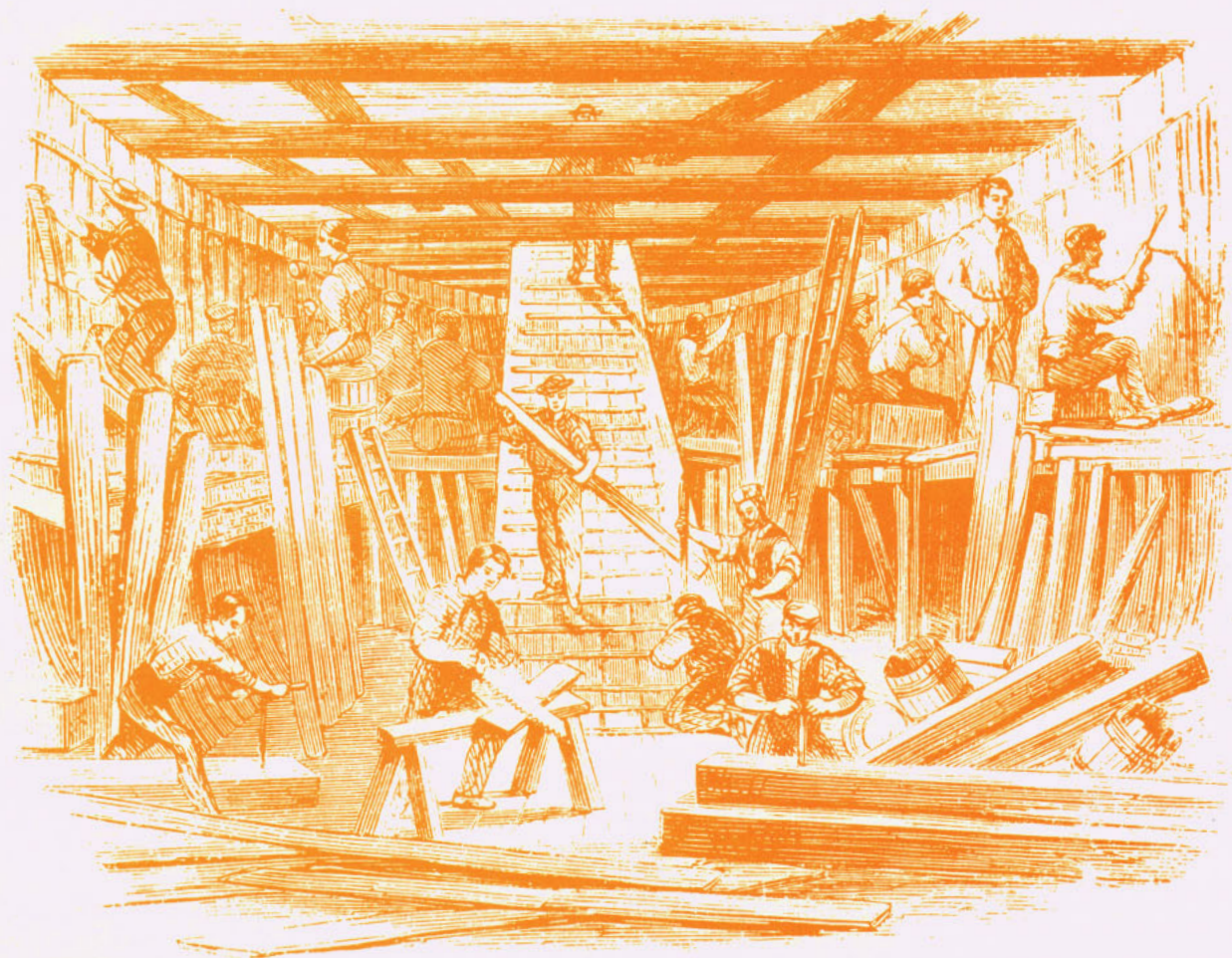


needs correction" and one representative, in particular, wished to continue the yard "in order that Congress might have in plain sight an object lesson of the evils of a Navy." The House couldn't agree on the terms of shipyard reduction, so the bill was dropped. All this happened on the very eve of the War of 1812.

A change in management was also underway—the shipyards (beginning in 1801) were gradually taken out

of having government-controlled building yards was proven time and time again.

In December 1815, recommendations from both President Madison and then Secretary of the Navy Benjamin W. Crowninshield, called for the addition of approximately five vessels annually for the betterment of the fleet, with construction, again, distributed among the six major yards.



of civilian control and placed in the hands of the military. The head of each yard came to be called "commandant," instead of superintendent, and naval law and discipline were enforced. No civilian has served in the capacity of superintendent of a yard since 1813.

The War of 1812 had proved to be the turning point for the very existence of the shipyards. The necessity

A seemingly endless battle against bureaucracy, politics and apathy was won, and a dream of the first SecNav, Benjamin Stoddert, had become a reality. Shipyards, the midwives of the fleet, became a means of "building for the future" in a real sense of the word.

—JO2 Davida Matthews



# You're Going To Be In Movies

The Midway Story







DIRECTOR



USS *Lexington* (CV 2) didn't fight in the battle of Midway—she was lost a month before in the Coral Sea conflict. Today, her namesake trains jet-age pilots in the Caribbean.

Navyman Henry Fonda also missed Midway. After leaving the Navy as a lieutenant, he was to don Navy khaki twice again to star in the theater and film productions of "Mr. Roberts".

Last summer, Fonda again put on his Navy khakis—this time wearing four stars—and *Lexington* finally saw some action in the battle of Midway. The actor, hair and eyebrows dyed white, was playing the starring role of Admiral Chester W. Nimitz in the Mirisch-Universal motion picture "Midway." Versatile "Lady Lex" played three roles—those of *Hornet* (CV 8), *Yorktown* (CV 5) and *Enterprise* (CV 6).

The film interweaves the dramatic accounts of courage and sacrifices of men involved in the World War II air/sea conflict that turned the tide of battle in the Pacific.

To prepare for the role, Fonda researched the speech patterns and mannerisms of the World War II Pacific commander. He found that Admiral Nimitz really had no accent in spite of his Texas upbringing. The admiral kept glasses on his desk, but no one ever saw him put them on. Fonda, the perfectionist actor, did adopt one

physical characteristic of Admiral Nimitz. He discovered that Nimitz had lost a finger in an accident. Fonda was to play the part with the second finger of his left hand doubled back.

Fonda was well prepared when he arrived in Pensacola, Fla., in May 1975, to begin his work before the cameras. Filming had begun five days earlier, with actors and crew embarking aboard *Lexington* for filming underway off the Florida coast.

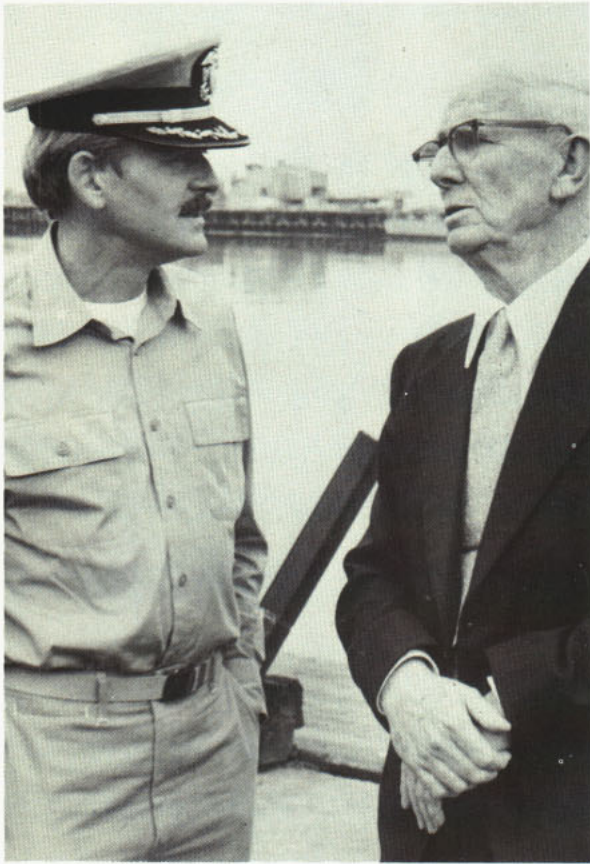
On board *Lexington* were actors Glenn Ford, a captain in the Naval Reserve, who plays Admiral Raymond Spruance; Charlton Heston who plays the central fictional character, Captain Matt Garth; Robert Webber who plays Admiral Jack Fletcher; and Edward Albert who plays Lieutenant Tom Garth, Captain Garth's son. Producer Walter Mirisch was also in the embarked party that totaled close to 100 Hollywood technicians with specialties from lighting to makeup and special effects.

Underway filming took place in CIC, sick bay, the hangar deck and the ship's exterior. Flight deck scenes

Below: Actors Henry Fonda, Robert Wagner, Charlton Heston and Hal Holbrook discuss their roles with Producer Walter Mirisch (standing). Facing page top: Hal Holbrook talks to CDR Joe Rochefort, the man he portrays in "Midway." Far right: Charlton Heston shows the strain of battle in this scene from the movie.







were staged with two WW II F4F aircraft, which were completely operational and leased from private collectors. They didn't fly aboard, but were hoisted on and off the ship.

*Lexington*, the Navy's oldest operational carrier, plays the roles of all the carriers in the Battle of Midway. In one long, low shot made at dusk from a helicopter, she looks like something right out of "Victory at Sea." Her number "16" was painted out for the picture. (A studio painter spent a whole day putting the number back on.)

Following the five days at sea, work continued in port during the weekend. There was filming on the ship and on the pier with Henry Fonda and another newly arrived actor, Hal Holbrook, who plays the CinCPac Intelligence Officer, Commander Joe Rochefort.

Navy men and their families, dressed in loud aloha shirts and muumuus, acted as extras on the pier for a scene depicting the arrival of USS *Enterprise* in Pearl Harbor following the Midway battle. Well-preserved 1938-42 vintage automobiles parked on the pier helped identify the period as 1942.

After a weekend of long hours in the hot Florida sun, the production company boarded a chartered aircraft for the flight back to Hollywood and filming the next day on a sound stage at Universal Studios.

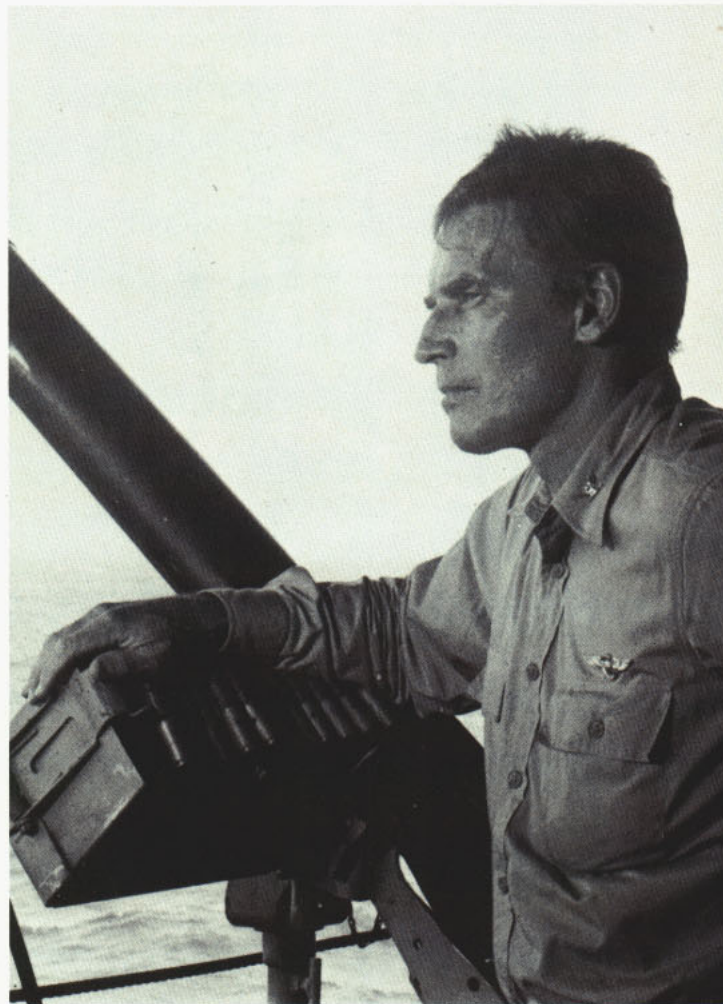
Admiral Nimitz' wartime command center at Pearl Harbor was recreated at the studio. Here also was Admiral Halsey's hospital room where Robert Mit-

chum, as Halsey, told Admiral Nimitz he would have to miss the Midway battle and nominated Admiral Spruance as his relief. This is Mitchum's only appearance in the film.

Even briefer, for a major actor, is the three-minute appearance of James Coburn. Coburn plays a captain from the Navy Department in Washington who comes to "counsel" Nimitz on his evaluation of Japanese intentions for an attack on Midway Island.

Another well-known actor who worked only one day of the two months of filming was Cliff Robertson. He plays Commander Jessop, young Tom Garth's commanding officer. The scene with Robertson was filmed at the Officers' Club at NSA Long Beach. In it he recounts how unprepared the U. S. was at the start of WW II. Interestingly enough, Robertson wrote much of his own dialogue in the scene. Although very short, the scene carries a message that reflects the actor's own research.

The inner harbor at NSA Long Beach serves as the Pearl Harbor site where Admiral Nimitz returned in a PBY from Midway Island. He is seen arriving at the pier with his aide, played by Robert Wagner. (→)



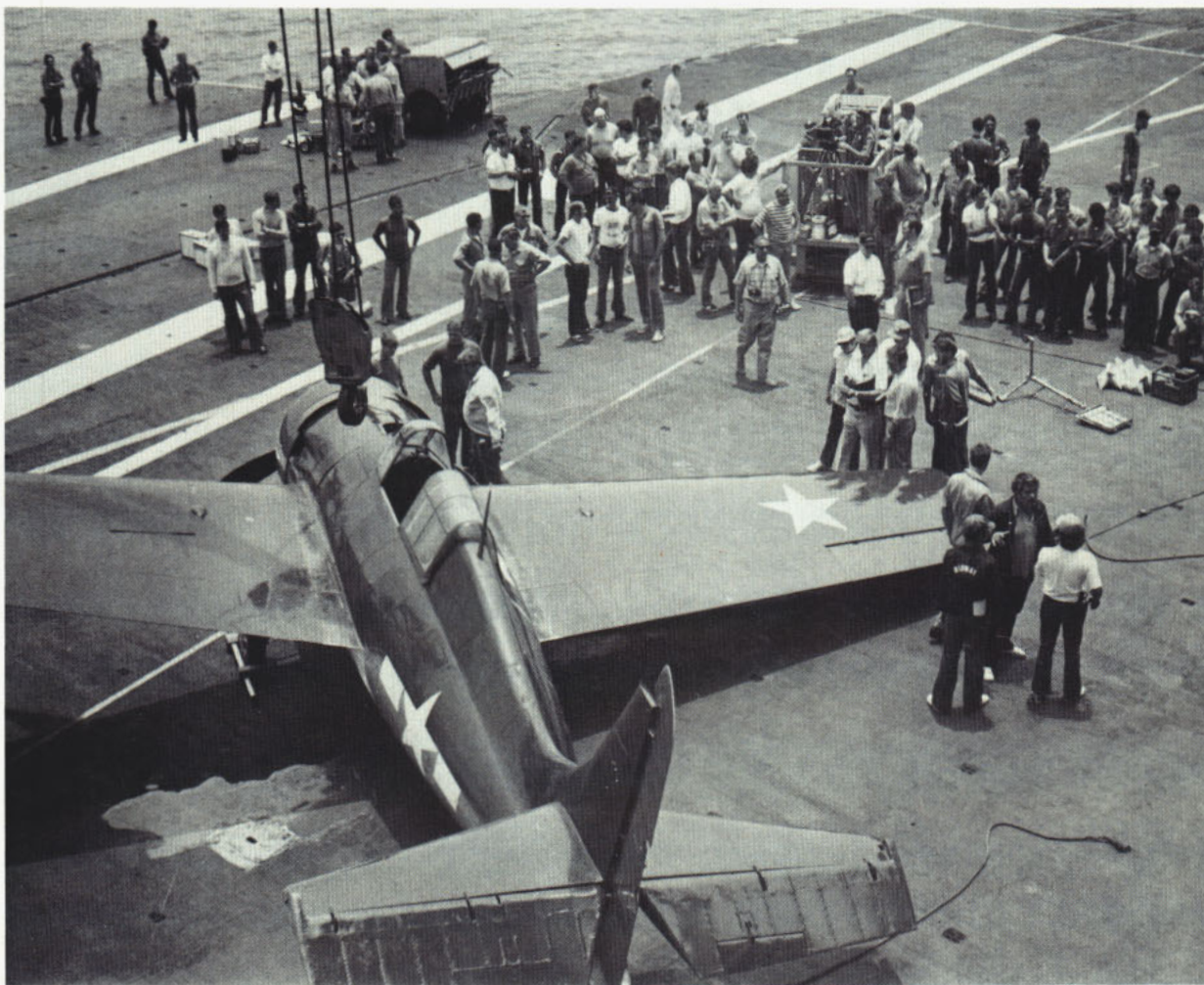
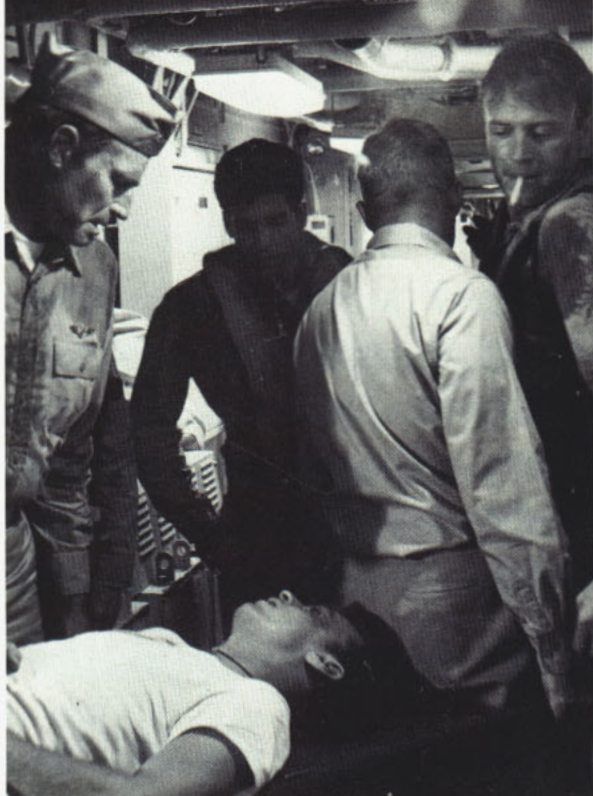


One of the highlights of the filming at NSA Long Beach was a visit by some of the Midway battle survivors who are represented in the film. Among them was Captain Joe Rochefort, USN (Ret), who explained to actor Hal Holbrook how he and his crew pieced together thousands of radio intercepts to break the Japanese code.

George Gay, now an airline pilot, was also on hand to watch the filming. An ensign at the battle of Midway, Gay was an eyewitness to the destruction of the Japanese task force. After his plane was shot down in the first torpedo attack on the Japanese carriers, he floated for hours in the middle of the battle area watching the American strikes. He covered his head with an aircraft cushion to keep the Japanese from spotting him. Ensign Gay is played by Kevin Dobson of "Kojak."

The sandy beach at the Pacific Missile Test Center, Pt. Mugu, Calif., served as Midway Island. Although the Japanese actually attacked Midway with hundreds of aircraft, only one Japanese *Zero* made strafing and bombing runs at Pt. Mugu. However, in the film, you will see the attack being made by great numbers of *Zeros*.

The attack on Midway and the subsequent sea battle will have realism for the audience not experienced







Facing page top: Charlton Heston watches the injured brought to Lexington's sickbay in this scene from the film. Below: A Grumman F4F Wildcat is spotted on Lexington's flight deck. Above: Henry Fonda as ADM Nimitz discusses the Battle of Midway's progress with actor James Coburn.

before in a theater. The audience will actually feel the devastating concussion of each explosion as he sees it on the screen. This startling effect of sound is a new development by Universal Studios called "Sensurround" that was used for the first time in the motion picture "Earthquake." "Midway" is the second film to employ the use of this super-impact sound.

The audience sees both the American and the Japanese sides of the planning as well as the attacks and counterattacks. The courageous acts, the mistakes in judgment and the blind luck affecting each side are shown.

The film integrates actual war footage shot by Navy combat camera teams as well as film from Japanese sources and other Hollywood studios. The old 16mm film shot in the early 1940s has been "upgraded" so that the audience will find it difficult at times to deter-

mine which is real and which was shot in a studio.

The expert editing of great amounts of film makes the aerial combat footage in this movie very real. The state of the art of movies makes "Midway" a new experience of seeing and feeling a naval battle from the secure comfort of a theater seat. It is the first war film produced by Hollywood in many years.

The film was directed by Jack Smight, who directed "Airport '75" and was himself an aviator in WW II.

The technical director was Vice Admiral Bernard M. Streat, USN (Ret), a veteran Navy fighter pilot and squadron commander in the Pacific during WW II. Admiral Streat assisted in final stages of script preparation and was on hand for filming on *Lexington* and much of the production work in Hollywood.

"Midway" opens in theaters across the country this summer. Walter Mirisch conceived the film as a tribute from the motion picture industry to America's Bicentennial. The film will certainly remind its audience that World War II in the Pacific was a Navy war and the Battle of Midway was its most decisive and significant naval action.

—CDR Bill Graves



# Garden of Peace

A nation lost a war, then built a Garden of Peace as a symbol of respect to the man who helped defeat it. The Admiral Nimitz Center in Fredericksburg, Tex., now contains "a garden intended to be a place where one can pray for peace and a bond of friendship (can exist) between the two countries."

The story of the creation of the garden spans five years. But the story of this curious friendship—between victor and vanquished—goes back more than 70 years. Both stories center on one man who helped bring two countries together—Admiral Chester W. Nimitz.

In 1905, Midshipman Chester Nimitz met Admiral Heichachiro Togo. This meeting between the then-novice seaman and the hero of the recently ended Russo-Japanese War had far-reaching effects.

ADM Nimitz had been a student of ADM Togo's tactics. Following that meeting, and for the rest of his life, ADM Nimitz was to refer to himself as a "disciple" of the mastermind of Japanese seapower.

As the years passed, Japan grew as a formidable sea power under the direction of men like ADM Togo. But Nimitz was also gaining recognition as a respected tactician and commander of ships.

In 1934, then-Captain Nimitz, commanding officer of the cruiser USS *Augusta* (CA 31), was once more dispatched to Japan. ADM Togo had died and the



Japanese were conducting a naval hero's state funeral for the man. It was while serving as official United States emissary at the funeral that CAPT Nimitz began to earn the respect of the Japanese. "Togo's spirit has passed into that of Nimitz," said one Japanese officer.

World War II came and friend became foe. But the mutual respect shared between Japan and ADM Nimitz increased. The Japanese knew they fought a man of "Togo's spirit." Nimitz knew he faced a foe possessing a long string of brilliant sea victories.

When ADM Nimitz went to Japan following World War II to help reconstruct that war-torn country, he demonstrated the still-strong ties of friendship he felt for those who had been his enemies at sea.

He received word that the ship that had been ADM Togo's flagship during the Russo-Japanese War was in danger of being scrapped. The ship, the battleship *Mikasa*, meant as much to Japan as *Constitution* means to the United States. The ship had already been stripped of her mast and guns when ADM Nimitz gave funds from his personal account and awakened the pride of the Japanese. Restoration work was completed and the ship opened to the public in 1961.

But the story of ADM Nimitz' friendship with the people of Japan had not run its course.

When ADM Nimitz died in 1966, plans were well



underway for the creation of an Admiral Nimitz Center in his hometown of Fredericksburg. City fathers had talked with ADM Nimitz shortly before his death and told him of their plans for the center. He had one requirement: the center should be a tribute to all who served with him in the Pacific war.

The directors of the planned center, following ADM Nimitz' wishes, contacted the Japanese and invited them to make a contribution.

What the directors didn't expect was the enthusiastic response to their invitation. Over a period of eight years, the Japanese:

- \* Solicited donations from the Japanese people, and sailors of the present-day Japanese Maritime Self-Defense Force for the construction of a Garden of Peace at the Nimitz Center.

- \* Contracted with the same Japanese firm that had designed and built the Imperial Gardens more than 300 years ago to build the Garden of Peace.

- \* Brought Japanese craftsmen to the United States to oversee the design and construction of the garden.

- \* Built a replica of ADM Togo's study that was

disassembled, shipped to Fredericksburg and reassembled by the same craftsmen.

One important non-Japanese contribution to the project was made. The officers and men of the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68) forwarded \$1200 they had collected for the Garden of Peace.

Last month Japan's tribute to ADM Nimitz was dedicated before representatives of the two nations.

Dignitaries representing the United States included Mrs. Lyndon B. Johnson, wife of the late former President; retired Chairman of the Joint Chiefs of Staff and former Chief of Naval Operations Admiral Thomas H. Moorer; and another former Chief of Naval Operations, retired Admiral Arleigh Burke. Rear Admiral Burton H. Shepherd, Chief of Naval Air Training, represented current Chief of Naval Operations, Admiral James L. Holloway III.

Retired Admirals Zenshiro Hoshina and Nubuo Fukuchi represented the people of Japan at the ceremony.

The Garden of Peace is but one segment of the Admiral Nimitz Center. But, according to ADM Fukuchi, it is a segment with a purpose: "to console the souls of all the warriors who fell in the Pacific War, and as a place to pray for eternal peace which surpasses all boundaries of love and hate."

**Left: Admiral Hoshina presents the Garden of Peace to the Admiral Nimitz Center. Below: Visitors stroll through the formal Japanese garden in Fredericksburg, Tex.**





# America's Naval Historian

*Samuel Eliot Morison*







Left: Rear Admiral Samuel Eliot Morison, USNR (Ret) (1887-1976). Above: RADM Morison in 1950 discusses the Philippine Sea battle with those who were there. From left: RADM Morison, ADM J. Ozawa, R. Pineau, CDR Terai, RADM S. Tomioka, ADM S. Toyoda and CDR G. Nakano. (Photo courtesy of CAPT Roger Pineau)

To some people he was sailor and scholar; others believed him to be adventurer and yarn-spinner. Many knew him to be these things—and much more.

Rear Admiral Samuel Eliot Morison, America's foremost naval historian, Pulitzer Prize-winning author and Harvard professor died on 15 May. He was 88.

A native of New England, ADM Morison combined his two passions—the sea and history—into a career that included the 15-volume *History of U.S. Naval Operations in World War II* and Pulitzer Prize-winning epics of John Paul Jones and Christopher Columbus.

He once described himself as a man too unimaginative to write about things he hadn't seen or experiences he hadn't felt. His research, then, took him sailing over the routes of Columbus and Magellan; to the bridges of battleships during World War II naval operations, and to the camps of Japanese and German prisoners of war.

It was his book, *Admiral of the Ocean Sea; A Life of Christopher Columbus*, plus a prewar acquaintance

with President Franklin D. Roosevelt, that enabled him to enter the Navy and write "a full, accurate and early record" of the role of the United States Navy.

He was commissioned a lieutenant commander in the Naval Reserve and, in July 1942, joined a convoy crossing the Atlantic. During the next three years he was an eyewitness to the North African landings, the central Solomon Islands campaigns and the assault on the Gilbert Islands in the Pacific.

"The man probably saw more action during World War II than any other Navyman," said Captain Roger Pineau, director of the Navy Museum in Washington, D. C., and longtime associate of Morison's.

CAPT Pineau recalled Morison's knack for being in the middle of the action. "As he boarded a ship, one time, he heard a sailor comment: 'We must be in for a helluva battle—there's that crazy historian again.'"

He visited Salerno and other combat areas in the European theater. In 1945, then-Captain Morison watched the battle for Okinawa from the bridge of the battle ship *Tennessee* (BB 43). In the evening following the battle, he would hastily write his notes on a long yellow pad and send them off with official battle reports to be filed until after the war.

When the armistice came, he had served on more





than a dozen ships and earned seven battle stars for his campaign ribbons. He was awarded the Legion of Merit.

"The result was an 'official-unofficial' 15-volume work that serves as a monument to how history should be researched and written," according to Professor Neville T. Kirk of the Naval Academy History Department.

The *History of U. S. Naval Operations in World War II* was official in that it was prepared with the complete cooperation of the Navy Department and at the direction of President Roosevelt.

It was unofficial in that it, ultimately, was Admiral Morison's own work—he was free to express his ideas





and opinions on the men and events and it was brought out by a commercial publisher.

Although his first passion was the sea—he owned and sailed his own New England yawl—he was not exclusively a naval historian.

“His books on the early history of New England are marked by the same meticulous research and free-wheeling, descriptive narratives,” said Professor John W. Huston, chairman of the Naval Academy history department.

It was his vivid writing style that made many of his 55 books best sellers and gave an account of history to other than historians. “I write history as a story,” he said in an interview a few years ago. “There are so many dull books about trends.”

“It is this penchant for yarn-spinning that has made him a favorite of Naval Academy midshipmen for years,” said Professor Elmer B. Potter, also of the Naval Academy history department.

Samuel Eliot Morison was born 9 Jul 1887, in Boston, Mass. He graduated from Harvard University in 1908 with a bachelor of arts degree. He studied at the Ecole des Sciences Politiques, Paris, France, in 1908-09, and returned to Harvard for postgraduate work, receiving the degree of doctor of philosophy in 1912.

Before accepting his first appointment at Harvard, he was an instructor at the University of California in 1914. He went to Harvard in 1915, remaining until 1922 when he left to serve three years at Oxford as an American history instructor.

Except for his service during both World Wars, (he was a private in the Army during World War I), he remained at Harvard as a professor of history until his retirement in 1955.

Following World War II he began work on his history of naval operations. He worked at a furious pace, turning out about one volume a year while simultaneously writing eight other history books.

In 1960 he was awarded his second Pulitzer Prize for his biography of naval hero John Paul Jones.

In 1963, following the publication of the 15th, and last, volume of *History of U. S. Naval Operations in World War II*, he was awarded the \$51,000 Swiss-Italian Balzan Foundation cultural prize for his naval history and other maritime research.

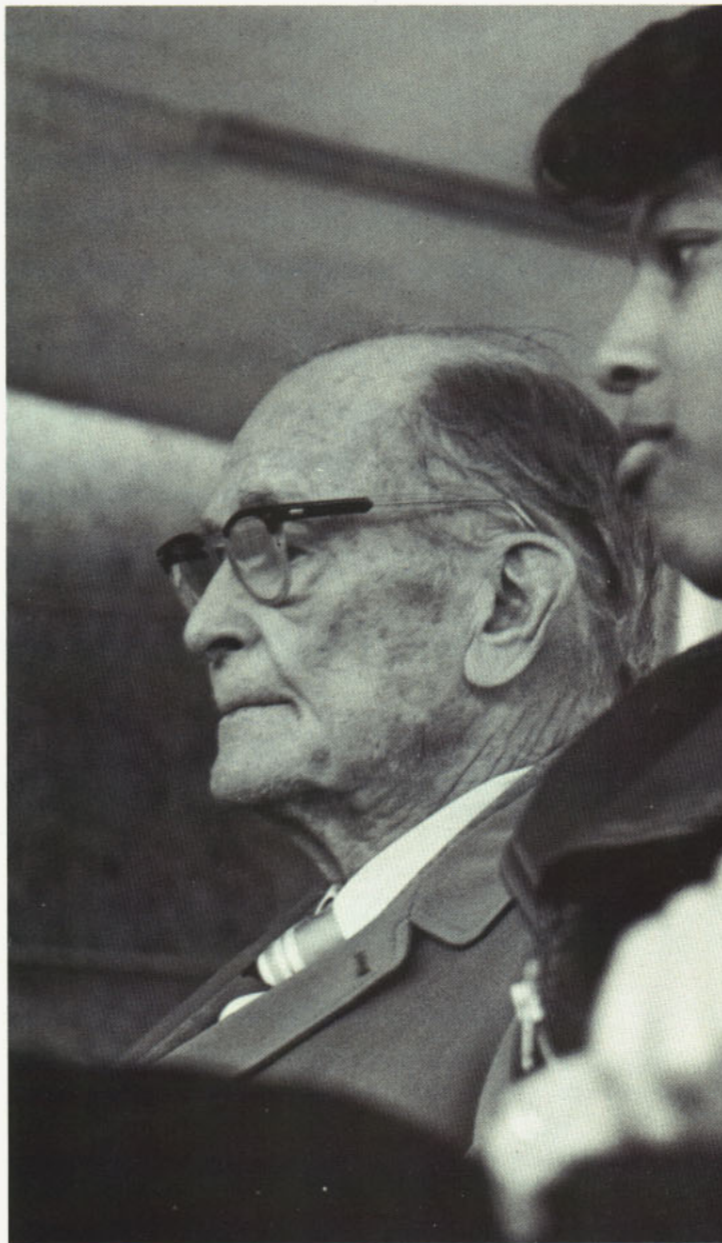
In 1951 he was placed on the Navy honorary retired list with the rank of rear admiral.

During what may have been his last public appearance—the opening of the USS Constitution Museum in Boston on 8 April this year—ADM Morison spoke of how he viewed the relationship between the sea, history and the United States:

“... The (ship) *Constitution* is an integral part of our country. Her preservation assures us that as long as we prize valor and maintain a fighting Navy—as long as our eyes dance to see that banner in the skies—we shall be a strong, powerful and free nation.”

The man who has received awards and honors too numerous to mention was pleased with his life. In 1969 he said, “I have been very fortunate in combining a hobby of sailing with a profession of history. I have no complaints against life at all.”

—JO2 Jerry Atchison



Far left: An 1891 photo showing four generations of Morisons. Four-year-old Sammy stands in front of his mother, on the left his grandmother Eliot, on the right a great-great-aunt, Mrs. Horatio Bridge (Courtesy of Harvard University). Left: Harvard University Professor Morison, right, on the day of his last lecture, 2 May, 1955 (Courtesy of Harvard University). Above: RADM Morison at USS Constitution Museum opening on 8 Apr 1976.



# SAR TRAINING

## The Difference Between Life and Death of a Pilot

—Story by SN Michele Stewart.



"Attention to brief . . . today's weather will be . . ."

Thus began the final classroom session in a recent Helicopter Antisubmarine Squadron One Search and Rescue (HS-1 SAR) training class at NAS Jacksonville, Fla.

In that final session, students were subjected to a rapid bombardment of safety precautions, weather conditions and the last-minute details that went into the preflight briefing for the upcoming open-sea rescue exam. Everyone furiously took notes.

Following the brief, the students went to the HS-1 ramp where their aircraft waited with engines running. After they boarded, the aircraft lifted off and, within seconds the helo was over the St. Johns River. The four students aboard moved to the open door of the

aircraft and, at a signal from the pilot, leaped into the water on a simulated rescue mission.

*Seahorses* of HS-1 have been conducting SAR training since 1971, when the school was moved to NAS Jacksonville from Quonset Point, R. I. Today, it is the only authorized SAR school on the east coast.

The SAR course last four weeks—160 hours of training which includes more than 90 hours in the water.

Candidates learn the meaning of "back pack," "survivors' rescue sling" and other terms while memorizing the "bible" of the course, the NWP-42 Manual.

SAR candidates must also exhibit endurance capabilities and demonstrate their expertise as swimmers in team swimming and no-hands swimming, all necessary when pulling a victim through the water. They learn to exit



from a helicopter by leaping from a 15-foot platform.

Rescue tactics are taught in the water. One instructor summed up the training: "We are not gentle as in the lifesaving techniques taught by the Red Cross. We must take charge. A drowning pilot can be frantic and we must be in command. If necessary, we will even use force to gain control."

In addition to water training, the candidates are taught emergency first aid, lifesaving, parachute disentanglement procedures and all there is to know about various aviators' equipment. They are also advised on proper daily regimen, including diet, rest and off-duty activity.

During the second and third weeks of SAR training, candidates learn about harness and hardware, flotation devices and canopy escape. They must also make a one-half-mile "buddy swim." This phase of the school concludes with a simulated night rescue exercise at the NAS indoor pool.

In the final week, candidates are prepared for simulated open-sea rescue activities. If the student can successfully "rescue" the instructor, he becomes an SAR Wetcrewman—a coveted title.

After the final exams, SAR wetcrewmen are confident they can handle any situation and are willing and able to undertake any rescue assigned.

"It's a great feeling to know that I am, or may be, the difference between life and death for a pilot, aircrewman or anyone downed at sea," one student said.

Members of the Navy SAR team actually get into the water to assist victims back to the helicopter rather than merely dropping a sling to the downed person for hoisting into the aircraft on his own.

SAR students come from various aviation ratings—Aviation Antisubmarine Warfare Operator (AW), Aviation Electrician's Mate (AE), Aviation Machinist's Mate, Jets (ADJ), and also Hospital Corpsmen (HM).

After completion of HS-1 SAR School, wetcrewmen are assigned to helicopter squadrons, naval air stations and ship SAR detachments.

Search and Rescue—that, in three words, is what it's all about. In a mere four weeks, the HS-1 SAR School pushes the candidates toward one goal—the training gained may one day save a life.

**Left: A Search and Rescue student waits for the signal to jump from the open doorway of the helo during a final exercise. Below: Once the student has his instructor placed safely in the survivor rescue sling, both are hoisted aboard the helo.—Photo by PHAN Mike Kleber.**





# Rescuers Need Help Too

"Rescuing the rescuers." That was the unlikely role of Seabees at the Naval Postgraduate School (NPS), Monterey, Calif., recently.

The Coast Guard ship, Number 44346, became lodged in the rock-choked waters off Pacific Grove while attempting a predawn rescue of men from a Monterey fishing vessel, *Santa Rosalia*. The 44-foot, 18-ton vessel experienced engine problems as she maneuvered in the turbulent waters near shore, and was driven onto the rocks by the surf.

The Coast Guard then put in a call for help. With the tide on the rise, the pounding surf would crucially damage, if not destroy, the vessel in a matter of hours.

A trio of Naval Postgraduate School Seabees came to the rescue. Working in cooperation with civilian employees from the NPS transportation department, along with Monterey-area Army and Coast Guard personnel, the three played a key role in removing the stranded vessel.

The Seabees included Equipment Operator 1st Arthur Moody, Construction Mechanic 3rd Class Steve Brennan and Equipment Operator Recruit Dan Ellis. Two NPS equipment operators involved were Elwood "Woody" Rinehart and Robert Williams. The NPS team was led by Ensign William Oberlin.

When it became apparent that the ship could not be refloated in time to save her, it was determined that a 100-foot-long, 30-foot-wide road would have to be cut to the water and the stranded ship lifted off the rocks onto a flatbed truck.

Wasting little time, a truck-mounted crane was readied while permission to cut the road through Pacific



Above: The fishing boat *Santa Rosalia* aground near Pacific Grove, Calif. Facing page top: Navy Seabees hoist Coast Guard rescue boat to safety. Right: Dented Coast Guard boat begins its journey home.

Grove's marine refuge was sought. The go-ahead was quickly granted and the road cut as time became a critical factor.

"We were sweating it out a little bit when the tide started breaking on the back of the machine," said Rinehart, the civilian NPS crane operator.

The carefully planned, though hurried, effort paid off. Number 44346 was lifted from the water just 30





minutes before the advancing tides could have wrecked her.

But the Coast Guard craft—dangling at the end of the crane—was still not out of danger. As she was loaded onto a Navy flatbed truck, her weight broke a wooden support cradle.

The Seabees, working with the others, quickly built a makeshift cradle of lumber and heavy chains.

Number 44346 was rescued, but the 45-foot *Santa Rosalia* and her crew—objects of the Coast Guard's original rescue effort—did not fare so well.

One of the fishing vessel's crewmen drowned after being swept overboard in the predawn hours. Two other crewmen were treated for injuries at a Monterey hospital. *Santa Rosalia* was left in her rocky resting place to await salvage operations.

Removing the ship didn't mean an end to work for the NPS-based Seabees and civilian personnel. One of the biggest but most unsung tasks came later. Equipment used in the rescue had to be thoroughly overhauled, cleaned of sand and readied for the next job. Just as well, when they're called on for help again, the Seabees want to be ready.

—Story by Lee Juillerat  
—Photos by Howard Bensch





# Ruffles And Tricornered Hats

Ruffled shirts, tricornered hats, red-and-white-striped jumpers, leggings—USS *Oklahoma City's* (CG 5) "uniform of the day" is part of the ship's participation in the nation's bicentennial. Several crewmembers don early American Navy uniforms when the ship pulls into a foreign port.

Such was the case when *Oklahoma City* arrived at the Australian port of Fremantle. Small boats preceded the cruiser into the harbor where welcoming spectators crowded onto the pier. The ship's arrival resembled a reunion of old friends. The sight of the officer of the day in full-dress 18th century naval uniform added to the excitement.

Actually, the Fremantle stop was the second that day for *Oklahoma City*. She had visited the Western Australian Naval Support Facility (WANSF) located in nearby Cockburn Sound, to a similar, though much smaller, welcome earlier.

Sea Cadets from HMAS Leeuwin, a naval shore facility in Fremantle, handled lines for *Oklahoma City* at Cockburn Sound as a small group of curious visitors looked on. After crewmembers toured the newest support facility in the world, the ship was opened to visitors.

*Oklahoma City*, flagship of the Seventh Fleet, which operates out of Yokosuka, Japan, became the first foreign ship and only the second ship ever to make use of the WANSF facilities. Still under construction, the support base will be able to provide 18 ships with steam, chilled water for air-conditioning, and electricity when completed. At present, two wharves are finished—a 900-foot submarine wharf and a 1200-foot escort wharf where *Oklahoma City* tied up. Scheduled for comple-

tion in 1978, the base will house over 300 men and include elaborate recreational facilities.

Soon the ship was on her way to Fremantle, Perth's seaport. *Oklahoma City* stayed seven days and during that week, her crew was introduced to local customs and treated to sports events while more than 25,000 visitors toured the ship, guided by colonial uniform-clad sailors.

A sports marathon between HMAS Leeuwin and *Oklahoma City* highlighted the week. Competition varied from sports like basketball, volleyball and handball to such novelties as apple-bobbing, pillow-fighting and black mat tennis. The "Yanks" found pillow fighting is as much a matter of balance as endurance. Two men face each other straddling a bar set about four feet from the ground. Using pillows, each attempts to knock the other off. In black mat tennis, a six-by-four-foot stuffed mat is used as the "ball."

This "down under" version of the Olympics went to the home team. Declaring the Australians winners, the *Oklahoma City* team awarded them a ship's plaque.

When the cruiser departed for Yokosuka, many well-wishers gathered to bid goodbye to their new friends. "Come back soon" was the invitation—and the *Oklahoma City* crew hopes it can.

Story by JO2 G. Caulder; photos by PH2 B. Sanders







Left: USS Oklahoma City OOD LT Wilbur G. Wright and sideboys wear Revolutionary War uniforms during visit to Australia. Below: Oklahoma City sailor takes a shot to the head during sports meet held with the crew of HMAS Leeuwin during visit. Below left: Private Daniel Salas, USMC, stands guard in his Bicentennial uniform as Australian visitors prepare to tour the ship.







Above: USS Patterson (FF 1061), USS Saratoga (CV 60) and USS Dale (CG 19) in the Adriatic, bound for Split.

# "That's it, Sir, ...Split!"

"Where have you been, son?"

"Split, Sir."

"Now I asked a simple question. It doesn't call for a smart remark."

"That's it, Sir. Split, Yugoslavia."

Few Americans may know it, but there's a place called Split. If you want proof, just ask the officers and men of Task Force 60—USS *Saratoga* (CV 60), USS *Dale* (CG 19) and USS *Patterson* (FF 1061). They'll tell you it really exists, and that it's a friendly place to visit. They were there.

Of all the good liberty ports in the Med., including Palma and Barcelona, TF 60's sailors were especially anxious to visit Split. It may have been because it is in a country with a Communist government, or because of its history and beauty. Maybe they were interested because of Split's reputation as one of the sunniest and best resort towns in Europe, or else perhaps they just wanted to be able to say they had been where other U. S. Navy ships seldom go.

Split, a modern city of 150,000 people, is the second largest Yugoslav town on the Adriatic Sea. Less than

Below: Navymen look for the best buys at the open-air market on the grounds of the Palace of Diocletian.





150 miles from Italy, the city rose from the palace of Roman Emperor Diocletian. Since then, owing to the strategic value of its broad bay, safe, deep anchorage and central location, it has been successfully ruled by Goths, Huns, Hungarians, Venetians, Austrians and Italians. All have left ruins and traces of their cultures.

The visit to Split bore all the trappings of an official meeting between representatives of two sovereign nations. But a major objective of TF 60 sailors was maximum liberty. They did their best at it. Following the usual exchanges of salutes and official visits, liberty went down and they swarmed ashore—E-6s and below in uniform. To their surprise, they were quickly sought out by the curious citizens, many of whom spoke English. The chief petty officers, being quick to catch on to a good thing, returned the next night in uniform, too.

Rooting through the Yugoslav culture, the Navymen were also quick to discover several excellent restaurants. The native food, along with a fine selection of local wines and the national drink, Slivovitz (a potent

plum brandy) filled the restaurants with sailors each night.

Most popular with the crewmen were guided tours into the surrounding towns and countryside. Camera bugs had a field day clicking their way through Nhr-tove Iyn Montva Canyon and the old Turkish town of Pocite which still retains to the ancient Turkish customs. A boat ride took them to the impressive Krka River Waterfalls, and an ancient fortress town of Trogir and the medieval cathedral at Sibimk.

More impressive than the sights, though, were the people. They found the Yugoslavs to be friendly, helpful and most of all curious. It didn't take them long to get the word that the ships were open to visitors. In four days, *Dale* and *Patterson* received more than 12,000 guests, but visits to *Saratoga* were somewhat limited since she was anchored out. Long lines waiting to board the ships were entertained by three bands from *Dale* and *Patterson*, and the crowd quickly took to the music—a language everyone understands.

Sports was another common denominator. Two basketball games on the carrier and a baseball game won friendships for both the Yugoslav and American team members.

When TF 60 split Split, all hands agreed their expectations had been surpassed. The hospitality was boundless; the liberty flawless; the friendships enduring.

Below: *Saratoga* All-Stars vs. Yugoslavian Naval Schools Command onboard USS *Saratoga*.



Above: Monument at the harbor of Split, Yugoslavia, overlooks a section of the city.



# Get Away From It All

Get off the base. Get away from it all.

Not so easy if you're stationed at the U. S. Naval Base, Guantanamo Bay, Cuba. Isolated on the southeastern tip of the island, Gitmo, as it's known in the fleet, is surrounded by Castro Cuba and bordered by the largest active minefield in the world. This of course means liberty trips to swinging Havana (or anywhere else on the island for that matter) are out.

However, when sailors and their dependents *can* get off base they do it up right, usually by island-hopping around the Caribbean to such places as Jamaica, Puerto Rico, St. Croix, St. Thomas and Haiti. Most fly to the islands on these jaunts, but several times each year Navy ships calling at the Gitmo Fleet Training Group have space to take base residents along on a quick trip to neighboring islands.

Recently, 66 Gitmo inhabitants embarked in USS *Portland* (LSD 37) for a four-day visit to Port-au-Prince, Haiti, under this Department of Defense-authorized program. The ship's company extended a friendly welcome to the passengers during the 180-mile, overnight transit, even though it was strange to see young couples walking along the decks and holding hands under the ship's guns. Wardroom privileges were offered to of-

ficer, civilian and enlisted couples during the R&R cruise. Since *Portland* has no permanent facilities for embarked women, the separation of husbands and wives in dormitory-style sleeping quarters was taken as a standard shipboard procedure.

Liberty was called just minutes after *Portland* arrived in Port-au-Prince, and almost immediately Haitian taxi drivers vied with one another for fares. "Deals" were quickly made and the tourists were on their way shopping and sightseeing.

Handcrafted items were bargained for and bought at low prices. Wood carvings, paintings, shells, beads, embroidered clothing, plants, iron and wooden plates were the most popular items among the tourists.

Haitian cuisine is creole style, and European customs are observed. Restaurants generally open from noon to 3 p.m. and reopen at 7 p.m. Some Americans may think the service slow, but as the islanders say, "*jouir de*" (enjoy). Most found the experience delightful.

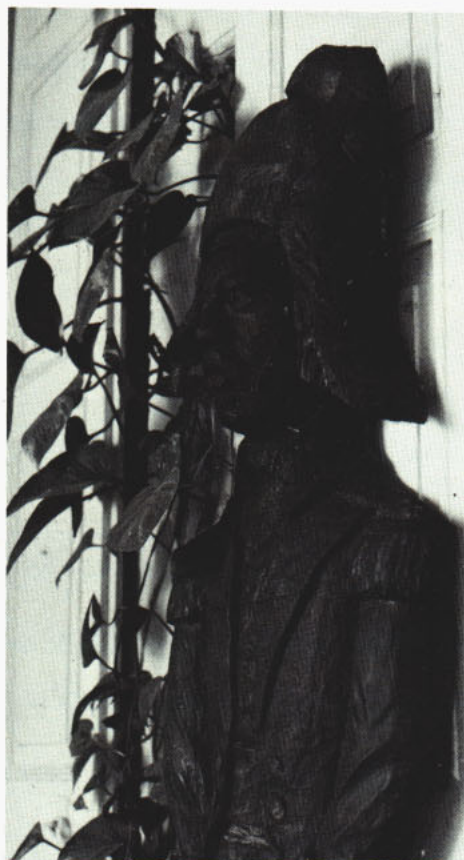
Accommodations in Port-au-Prince are plentiful and range widely in price and atmosphere. Not all hotels offer nightlife, but one has a casino, and there are other things to do if one feels up to it after a long day of shopping—a two- or three-hour dinner for example.







Clockwise from above: Gitmo guests dine in Portland wardroom. Haitian wood carvings make interesting souvenirs. Architectural grace adds charm to older buildings. Gitmo youngster takes long-glass liberty during transit to Haiti.



Voodoo, reportedly practiced in the West Indies, provided a striking evening for Gitmo visitors. Tours can be arranged by hotels or taxi drivers to see a commercialized version of the ceremonies. During the voodoo dance, the "high priest" calls upon "disciples" to reaffirm their loyalty by such acts as fire-eating or dancing on hot coals.

The Haitian visit ended as *Portland's* departure time was imminent. While the last of the shoppers crammed their new treasures into staterooms, the announcement came over the ship's IMC: "USS *Portland* Wood, Clothing and Cargo Transportation Company, departing for Gitmo." Thirteen hours later a harbor tug was pushing her pierside at Guantanamo Bay.

Gitmo duty isn't all isolation and minefields. It's also an opportunity to take a Caribbean dream-cruise—Navy style.

—Story and Photos by JO2 Arthur Riccio



# U.S. Best On Display

Although most public events this Bicentennial year focus on America's past, summer visitors to Florida's Kennedy Space Center will have a unique opportunity to view the nation's future—and the U. S. Navy's role in that future. The U. S. Bicentennial Exposition on Science and Technology (USBEST), the only federal government-sponsored exposition of the Bicentennial, gives a dramatic glimpse of the role science and technology will play in improving the quality of life in America in the next 100 years.

The exposition, which will run through Labor Day, is housed in 18 geodesic domes constructed in the shadow of the Vehicle Assembly building where *Apollo* space vehicles were prepared for journeys to the moon. Exhibits cover themes ranging from advances in health care and new developments in energy, to the future of housing, agriculture and communications.

Sixteen federal agencies and about a dozen industries have combined forces to give visitors a glimpse of "Third Century America." USBEST is described by







On display will be (above) the Naval Experimental Manned Observatory (NEMO), (below) models of the Navy's Stable Semisubmerged Platform (SSP) and (left) the Patrol Combatant Missile (Hydrofoil) ship.



President Ford as an opportunity for Americans to see the best in America not only the past, but also in the future.

Large pieces of hardware such as the X-24B experimental lifting body and record-setting submersible vessels are located in the Department of Defense dome. In the Navy area of the joint services dome are displays depicting the 100-knot Navy, those that describe what the Navy is doing to fight pollution and an exhibit illustrating Navy advances in undersea research.

Also on display is a one-fifth scale model of *Alvin*, the Navy's deep submergence craft and two displays of Marine Corps vertical takeoff aircraft. Another external exhibit near DOD Dome Nine is the Navy Experimental Manned Observatory (NEMO) which employs a clear acrylic plastic bubble as its pressure hull. NEMO can carry two observers to a 600-foot depth in a shirtsleeve atmosphere.

Throughout the summer, various military bands and choral groups will appear in performances. Other highlights will be flight demonstrations by the Air Force Thunderbirds and the Navy Blue Angels.

As visitors enter the Navy area of the Armed Forces Dome they will see a five-minute film "From Sea to Shining Sea" which has been described as one of the most outstanding Navy introductory films ever produced.

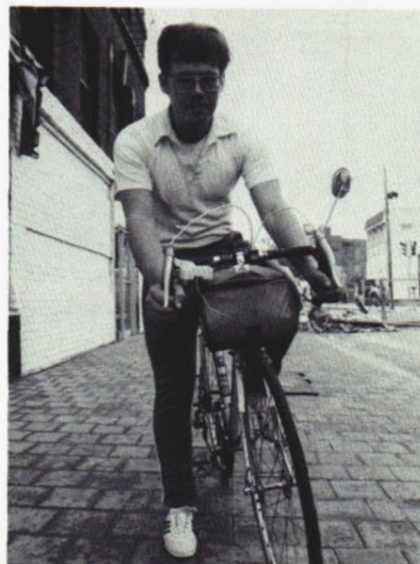
The massive corridors and assembly bays of the Vehicle Assembly Building—dubbed the world's third largest building—house additional space exhibits ranging from an *Apollo* "play room" for youngsters to a full-scale *Viking* lander, a replica of the one expected to touch down on Mars this July in a search for life.

NASA Spaceport is located just off U. S. Route 1 two miles south of Titusville, Fla., and is easily accessible from the Florida Turnpike, or Interstates 95, 75, or 4. The Vehicle Assembly Building has been adorned with a gigantic painted American Flag. Visible for 20 miles, the flag measures 110 by 170 feet.

The exposition is a fee area: adults \$3, students \$2 and children (three through 11) \$1. Charges defray, somewhat, expenses of exposition dome rentals, restroom facilities, custodial services and the like. Parking is free.



# Seeing the Nation, Snooping Bears, Superhighways and Big Cities



## from the desk of the **Master Chief Petty Officer** of the Navy



MCPON Robert J. Walker

### The Selection Process

Although I receive a substantial number of inquiries each month from Navy men and women throughout the fleet covering a wide range of subjects, the number one topic of concern among

Navy enlisted personnel continues to be their advancement system, with most of the questions centering around the E7/E8-E9 selection board procedures.

Much has been written about selection boards, and it is important that every Navy man and woman embarked on a Navy career understand basic board procedures and selection criteria. I believe several key points regarding the Navy's advancement and selection system deserve emphasis.

Navy people often wonder about board membership. An enlisted selection board normally is comprised of 30 commissioned officers and 17 master chief petty officers. The 30 officers represent several different designators, and the 17 master chiefs are representative of the 10 enlisted rating groups.

In addition to representation by rating group, an effort is also made to ensure board membership is representative of different locations throughout the country. While funding precludes an equal balance of east coast and west coast personnel, the goal is to have the boards consist of several members from the west coast and WestPac, in addition to members from the south and east.

Each member of an enlisted selection board is thoroughly prescreened before being named to a board. I can assure you that those who are finally selected to be board members are highly qualified for the very difficult task they face—and, believe me, the task they face is difficult.

While the criteria for selection to a higher pay-grade have changed from year to year, the ultimate goal of the selection boards has remained



He may have been a little out of his element, but at least Quartermaster 3rd Class Mark Stewart never got lost on a bicycle trip that carried him 1400 miles in 23 days.

Stewart, serving aboard the landing ship USS *La Moure County* (LST 1194), pedaled his way from Halifax, Nova Scotia, to Little Creek, Va., averaging about 60 miles per day. He had his 10-speed bike converted to Alpine gearing for easier going up steep grades. With pack and other equipment added, the total weight of the bicycle was about 65 pounds.

Weather and road conditions frequently forced the young Navyman to change his plans. In Maine, he had no less than eight flats. It took him six hours to get through Boston, but only 35 minutes to transit Rhode Island. "You can't ride the superhighways and it's best to avoid big cities. At any rate, I didn't mind taking the country roads. People along the way were really nice."

In addition to camping out, Stewart stayed at several hostels and even spent a few nights in jail—space

donated by obliging local police on a friendly basis.

Of all his adventures, the Marbury, Md., native said his biggest challenge was getting over Bear Mountain in New York—a seven-mile push to the top. Bear Mountain wasn't the only bear Mark encountered. During his trip, he camped at various locations. One turned out to be a berry patch in New Brunswick. That night, a bear, attracted to the campsite by the smell of Mark's dinner leftovers, came snooping.

"I'll never forget that," he said. "It was dark and raining. I looked up and there he was." Stewart promptly slashed a hole in the rear of his tent, grabbed a handful of possessions and fled.

In all, Mark's trip was an exciting experience. As for future plans, the quartermaster may reenlist and make the Navy his career.

Whether on a bicycle or aboard ship, Mark is determined to see the world. At the pace he's set, there's not much he'll miss.

—Story and photos by JO2 J. Hansell

constant—to select the best qualified candidates for advancement. Such a task is never easy because the Navy has many outstanding members all in competition for a limited number of vacancies. For instance, the Secretary of Defense has authorized less than one per cent of the entire enlisted force to be at the master chief level and less than two per cent at the senior chief level. Thus, only a few of the many outstanding professionals in the Navy ever climb to the very top of the enlisted advancement ladder.

Although the competition for advancement is keen, I don't mean to suggest that advancement is impossible. Every enlisted member, from E-1 to E-8, should be striving at all times to achieve a higher level of responsibility. In fact, the Navy doesn't desire people who are satisfied with their current level of achievement. The Navy grows as a result of the personal growth of those men and women who are the Navy.

To survive the selection process Navy members must study the qualities required to get ahead in their rating. A talk with successful senior petty officers is a good start. Then they must set personal goals, and pursue them. Skill and intelligence are, of course, important attributes for success. But the enthusiasm and determination with which a career is pursued are also essential.

I hear quite frequently from nonselectees and alternates who want to know why they were not selected for advancement to a higher paygrade. I can provide very little information to these people. Because the proceedings of the boards are confidential, I am not in a position to analyze a member's strengths and weaknesses.

The confidential nature of the selection boards

ensures equitability for all those whose names appear before the board. It would be extremely difficult for members of the board to reach an honest assessment of a candidate's credentials for advancement if all that was said and written for the board were a part of public record.

As I have said many times before, the best source of information on a candidate's nonselection is the candidate himself. Members should periodically sit down and analyze strengths, but also their weaknesses. Honest self-assessment will help the member to correct deficiencies and improve selection chances.

As for board criteria, remember: the key to selection is still the performance of your Navy duty, especially duty at sea. A close second in importance would be the fleetwide examination, since the exam and performance marks are used to determine initial eligibility for the board. Other factors, such as diversification of job assignments, health, awards, degree of educational improvement (both Navy and civilian), time-in-rate and time-in-service are used as "tie-breakers." However, those who do not perform will never get to the tie-breaker stage of the competition.

I urge every Navy member to work to better his or her career potential. Strive to be a top one per center, prepare yourself for the fleetwide exam, become involved in command and community activities, work at being a leader, and always plan ahead.

Most of all, keep a positive attitude. If you are not selected, don't get discouraged. By keeping a good mental attitude, you can work even harder to prepare yourself for the next competition by improving your Navy career record.



- MINNESOTA SETS VIETNAM BONUS DEADLINE

The Minnesota legislature set 31 Dec 1976 as the deadline for accepting applications from veterans for their Vietnam Era Bonus.

Eligibility requires at least six months' residency in the state prior to entry on active duty and, if discharged, such discharge must have been under honorable conditions. The period of active duty must have been between 1 Jul 1958 and 27 Jul 1973 for holders of the Armed Forces Expeditionary Medal for service in Vietnam or holders of the Vietnam Service Medal.

For domestic service and non-Vietnam foreign service, the dates of eligibility are from 5 Aug 1964 to 27 Jan 1973. The Bonus Law provides for the maximum payment of \$300 to non-Vietnam veterans, \$600 to Vietnam veterans and \$1000 to beneficiaries of servicemen who died from service-connected causes.

Eligible veterans should request applications from: Administrator, Vietnam Bonus Division, Veterans Service Building, St. Paul, Minn. 55155.

- PCS FUND SHORTAGE TO DELAY SOME JULY-SEPTEMBER TRANSFERS

The Chief of Naval Operations has announced that a projected shortfall in PCS funds caused, in part, by increased moving costs, will require delaying some officer and enlisted transfers during the fiscal year transition quarter-- July through September 1976.

The PCS actions to be taken as outlined recently in NavOp 64 include the following:

- About one-fourth of the officers scheduled for rotation during this period will have their moves delayed until after 1 October.

- There will be a delay of up to three months for about one-third of the officers in school.

- There will be an increased number of moves between commands located in the same geographic area.

- Some August and all September enlisted transfers will be delayed until October.

- There will be reduced manning of certain Type 3 overseas shore duty stations.

Orders for all "must moves" such as decommissionings, hospital releases, disciplinary and training will continue to be issued.

NavOp 64 took note of the increased hardship these actions will place on Navy families and commands, but stresses that these actions had been taken after exhausting all other funding alternatives.

- NAVY PROVIDES AID TO ITALIAN EARTHQUAKE VICTIMS

More than 10 tons of disaster relief materials contributed by U. S. Navy personnel stationed in Naples were delivered to the town of Udine, Italy, scene of a recent earthquake. Baby food, milk,



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fruit juices, tents and blankets were flown by Navy C-130 aircraft from Naples to an Italian air force base in the northern part of the country, then transported by truck to Udine. The materials were paid for by the American Navy community through cash contributions. Gifts of toys and games from American school-children in Naples supplemented the shipment.

- GARCIA AND CECIL EARN KUDOS FOR AID AT SEA

In the Red Sea last month, USS Garcia (FF 1040) rendered technical aid to the Greek merchant ship Kyra Eleni. The merchantman had been dead in the water for eight hours when she radioed Garcia for assistance to repair her steering controls. A four-man team from Garcia, put aboard Kyra Eleni, found the problem and made repairs. The merchant ship was able to continue her voyage unassisted.

USS Charles P. Cecil (DD 835) also rendered assistance recently to fellow seamen near New London, Conn. Returning to New London after a weekend training cruise, Cecil's forward lookout spotted a red flare from a small pleasure craft which was tossing about in the six-foot seas.

The engine had failed and the boat, Milba, had been helpless for more than an hour when the destroyer spotted her. Three sport fishermen aboard were transferred to Cecil and their boat was towed to New London.

- PCS TRAVEL POLICY MODIFIED AGAIN

A new policy concerning Permanent Change of Station travel time allowances is now in effect. Under the new guidelines, implemented by the Department of Defense, travel time authorized for commercial transportation is based on an 18-hour day. DOD allows one hour for each 40 miles' surface travel and one hour for each 500 miles traveled by air.

Previously, NavOp 18/76 had announced that authorized travel time for commercial transportation should be based on the actual constructive time used. Travel by privately owned vehicle continues to be computed at 300 miles per day.

NavOp 50/76 contains details on the new policy.

- COMMANDING OFFICERS MAY DESIGNATE STRIKERS

Commanding officers can now designate seamen as strikers. Those eligible for CO designation must have been working in specific rates at their commands for at least six months, be physically qualified for the rating, and meet all requirements for E-4 exam eligibility except time in service/time in rate.

Previously, a striker designation could be achieved only by graduating from an "A" school, or passing an E-4 exam but not advancing.

This new policy, outlined in BuPers Notice 1440 of 28 Apr



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1976, allows commanding officers to recognize sustained on-the-job performance in a rating. Commanding officers may not assign striker designation for ratings which require completion of an "A" school or for women whose ratings are listed in BuPers Instruction 1410.4A.

- TOP NAVY FIRE PREVENTION ACTIVITY NAMED

The National Fire Protection Association has named Fleet Activities, Yokosuka, Japan, as the top fire prevention activity in the Navy. In addition to the grand award, Yokosuka also placed first in Group I competition for activities with over 3500 people. Pearl Harbor, Hawaii, and Subic Bay, Republic of the Philippines, respectively, placed second and third in Group I.

Naval Station Keflavik, Iceland, took first place in Group II competition with 1500-3500 personnel. Second and third place went to Naval Ordnance Station, Indian Head, Md., and Naval Weapons Station, Charleston, S. C.

The Association presented first place in Group III-- activities with under 1500 personnel-- to Naval Communication Station, Rough and Ready Island, Calif. Naval Education and Training Program Development Center Ellyson, Pensacola, Fla., and Naval Air Station, South Weymouth, Mass., took second and third. Winners were selected from documented entries submitted by naval activities.

- NAVY CAMPUS FOR ACHIEVEMENT ADDS TWO MORE SCHOOLS

Two more colleges are on the list of educational institutions in the Navy Campus for Achievement (NCFA) College Degree and Certificate Component Programs. They are Delgado College in New Orleans, La., a two-year school offering associate degrees in the arts and sciences; and Baptist College at Charleston, S. C., a four-year liberal arts college offering associate and bachelor degrees. This brings the number of participating schools to 18. NCFA member schools waive residency requirements and accept up to 75 per cent of nontraditional credits for service schools, CLEP examinations, correspondence courses, military experience and other self-study programs.

- SWINE FLU SHOTS SET FOR FALL

The Department of Defense has announced that all uniformed military personnel will be immunized against swine flu some time in early autumn. It is expected that the vaccine will also be used for dependents stationed overseas and will be optional for dependents in the U. S.

A special program has been designed to vaccinate beneficiaries considered to have an above-average risk of dying from influenza. This group includes people aged 65 years and older, and people with chronic heart, lung, kidney or metabolic disorders. They will be given a two-component vaccine protecting them from the Victoria strain as well as the swine variety of influenza.



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It is expected that immunization will be provided to 2.1 million military personnel and nearly 3 million dependents. The vaccine will be administered without cost and it is expected that dependents will be able to receive the shots at any military base hospital or clinic.

Federal health officials, including military health workers, are currently embarked on a test program to determine which vaccine will be most effective for combating the virus.

Man-to-man transmission of the new strain has been documented among personnel at Fort Dix, N. J., by Army doctors, and it is estimated that up to 500 cases of swine flu may have occurred at that post during January and February of this year. Limited outbreaks could have occurred in other areas.

## ● ATLANTIC, PACIFIC AND SHORE "SAILORS OF THE YEAR" NAMED

SecNav and CNO have announced the three CNO "Sailors of the Year." The three, one each from Atlantic and Pacific fleet commands and the third from shore, will be meritoriously promoted to Chief Petty Officer and have five days leave at a location of their choice in the United States.

Selectees are: (Pacific) MA1 Thomas C. Wallace onboard USS Dixie (AD 14); (Atlantic) HT1 Randolph R. McClary of USS Claude V. Ricketts (DDG 5), and HT1 Arakat Krikorian of the Naval Reserve Center, Seattle.

They and their families will travel to Washington in mid-July to receive congratulations from SecNav and CNO along with their meritorious promotions.

## ● NAVRESO INTERVIEWS EXCHANGE CUSTOMERS

According to officials of the Navy Resale Systems Office (NAVRESO), shoppers will more readily answer questions asked by an interviewer than those in a written questionnaire. For this reason, NAVRESO recently implemented a Navy Exchange In-Store Interviewing Program.

The program should assist Navy exchange officers and merchandise managers in pinpointing the needs and preferences of their patrons. In-store interviewing provides a direct communication with customers. A standard consumer research procedure has been developed for use by Navy exchanges throughout the Navy Resale System.

The Navy Resale System Office asked Navy Exchange and Commissary Boards to help implement and coordinate the interview program by recruiting members of local wives' clubs to do the actual interviewing.

The interview questions are structured to prompt comments concerning merchandise selection and styles, information on improvements that patrons would like to see, and if customers are satisfied with their exchanges.



# Book Notes



*Squirreled away in some obscure record book must be the fact that sailors are avid, even compulsory and ravenous readers. Planning for any stint at sea should include taking along at least one good book and a thick one at that. Pity the sailor who puts out from shore without a constant back pocket companion—he'll soon be reduced to reading labels on coffee cans for want of something to pursue in his spare moments.*

*As a service to its readers, ALL HANDS plans to list the books which come its way every now and then. Most are of a professional nature and some could be considered as candidates for one's personal library. But we leave that up to you.*

*Our intention is to list the books at random, making no comment as to their individual worth. About all we really promise is that we won't list those which, obviously, aren't worth passing along. Here's our first listing of "Book Notes":*

**The Soviet Navy Today**—by Captain John E. Moore, R.N. (Stein and Day; New York; 255 pgs; b&w photos, ship and aircraft silhouettes; \$15.95.)

As editor of *Jane's Fighting Ships*, CAPT Moore is familiar with the world's seagoing forces. This familiarity makes *The Soviet Navy Today* an up-to-date assessment of one of the most powerful navies in the world. He addresses such questions as: Why has the Soviet Union built this impressive fleet? What is its role? How do their ships, armaments, training, manpower and communications rate? What is their building program and command structure? Where are their bases, shipyards and fleets disposed?

In the second section, Soviet ships are pictured by type and class, along with their vital statistics. Also discussed are the Soviet naval air force, infantry (marine corps), missiles, guns, antisubmarine weapons, radars and ocean surveillance satellites.

## What's a Drilling Reservist All About

USNR, huh? What are you doing here?

That's a question often asked aboard Navy ships and stations. It's probably answered differently by each Reservist.

In any case, the Reservist on ACDUTRA does just about the same thing as any Navyman. He performs the normal duties of his rate, continues his training, works for advancement and waits for liberty call. There are currently about 100,000 drilling Reservists doing all these things and they represent all enlisted ratings and officer specialties of the Regular Navy.

Most Reservists aboard ships and stations are Ready Reservists. They are ready to be mobilized—brought into the active service—within 24 hours in case of national emergency, and would be on duty and up to speed in a matter of days.

Since it was established more than 60 years ago, all or part of the Naval Reserve was activated in each war and national emergency. During World War II about

three-quarters of the active Navy, some 300,000 officers and 2.5 million enlisted men, were Reserves.

But, you could ask, why does a Reservist continue to turn up for drills and ACDUTRA year after year?

Again, there are almost as many answers as there are Reservists. The traditional incentives are easily listed: drill pay, promotion, retirement benefits.

Often, however, these traditional incentives are not the deciding factors in continuing service in the drilling Reserve. One frequently mentioned reason for staying in the active Reserve is the complete change of pace it provides. Take, for example, the city policeman who is a Reserve torpedoman's mate, the elementary schoolteacher who is a Navy journalist working on a ship's paper, the construction electrician who is a Navy photographer, or the traffic manager or salesman who is a machinist's mate.

Even the civilian office worker/yeoman, electrician/Reserve electrician's mate, and others whose civilian occupations parallel their Naval Reserve rating experience a drastic change in performing the Navy job compared to the similar skill in civilian life.

The opportunity to work with people representing so many different occupations is another reason often given for joining the Reserves. In civilian life there is a tendency for teachers to spend much of their time



**Soviet Strategy in Europe**—Edited by Richard Pipes (Crane, Russak & Co., Inc.; New York; 316 pgs; \$14.50 cloth, \$7.50 paper.)

A collection of eight papers which assess the role of détente as it affects Europe today. The authors analyze the political, military and economic issues and present evidence that détente in itself will not bridge the chasm between the world views of East and West.

Subjects covered are: Détente: Moscow's View; Decision Making in the USSR; Soviet Policy and the Domestic Politics of Western Europe; Soviet-East European Relations; Soviet Military Capabilities and Intentions in Europe; Soviet Military Posture and Policy in Europe; Soviet Economic Relations with Western Europe; and West European Economic Relations with the Soviet Union.

**Advanced Racing Tactics**—by Stuart H. Walker (W. W. Norton & Company, Inc.; New York; 399 pgs; line drawings; \$15.00.)

Dr. Stuart Walker, one of America's leading sailboat racing skippers, directs this book at those racing in large fleets, at major championship events, in open water—national regattas, Olympic trials and the like. It is for the advanced racing skipper, or the skipper who is ready to become one.

Using his experience and case histories, Dr. Walker demonstrates how the tactical situation, the weather, the current and the overall strategic considerations can be put to use. Analyzed in depth are preparation, tactical principles as applied to starting, beating, reaching and running, and finishing.

**No Time on Our Side**—by Roger Chapman (W. W. Norton & Company, Inc.; New York; 168 pgs; b&w photos, drawings; \$7.95.)

Two men trapped in the disabled minisubmarine *Pisces III*, 1575 feet deep—no one had ever survived

an accident at such a depth. This is the thrilling story written by one of those men. The horror of plunging helplessly to the ocean bed. The agonizing trials of being imprisoned day after day in the tiny steel sphere in dank darkness. The air becoming so foul and oxygen so poor that survival turned into a struggle against slipping into a merciful coma.

It is the story of the rescue. Men and equipment rushed to the scene by air and sea from Britain, Canada, the United States and Ireland. A race against time. The struggle to lift *Pisces III* from the ocean floor as it brutally bucked the men inside while suspended from a ship tossing on the surface. Divers fighting to prevent it from plunging back into the depths. It is the story of the heroic success—and aftermath.

**Guderian: Creator of the Blitzkrieg**—by Kenneth Macksey (Stein and Day; New York; 226 pgs; b&w photos, maps; \$12.50.)

A biography of General Heinz Guderian, the Nazi officer most responsible for creating the blitzkrieg in World War II. This book relates how he built the Panzer Force in the face of stolid opposition from the conservative elements of the German General Staff. The book follows Guderian as he personally leads the lightning campaigns by tank and aircraft that quickly put the greater part of Europe under Nazi domination. It studies how he swung from adulation of Adolf Hitler to outright opposition.

In writing this book, Kenneth Macksey was given access to the extensive Guderian family archives and the full cooperation of the general's older son. Important new material throws fresh light on the crucial campaigns in Poland, France and Russia; illuminates the fatal struggles within the German hierarchy; and gives clear insight into the mind and motives of the creator of the blitzkrieg.

with teachers, office workers with office workers, and so on. In the Reserves there is an integration of skills and life-styles that seems to be refreshing.

Just the mixing of younger and older Reservists is a change. Many middle-aged Reservists come to understand their own children and get along with them better as a result of their Reserve work with seamen and junior petty officers. It works the other way too. Younger Reservists often come to understand their parents and older civilian associates better through their working experience with older Reservists.

Drilling regularly in Naval Reserve duties with policemen, firemen, hard hats, blue collars, white collars, managers and professionals, each Reservist comes to know the others as shipmates, rather than as stereotypes. Somehow it seems to cause each to recognize the best in others. For some Reservists this by itself is almost reason enough.

Physical and mental activities associated with the Naval Reserve are a change of pace too. Consider the day or weekend at a rifle and pistol range for qualifications, the athletics aboard ship, station or Reserve Center. And who can deny that checking Navy Regs and instructions to be sure of doing it the Navy way is a new mental exercise?

Reserve family visits aboard bases, and sometimes

ships, can provide lifelong memories to the children. How many families with children have a chance for a dependents' cruise on a large Navy ship, or a leisurely tour of the shops and offices of a base or air station? Even a Sunday meal at a station mess hall beats any highway hamburger shop that a civilian family routinely frequents.

Since most Reservists have had several years of active duty, ACDUTRA can be a nostalgic tour too. Imagine the memories and amazement of a World War II submariner who is able to visit the nuclear submarines of the modern Navy. Or the Air Reservist who can compare today's ASW aircraft and electronics equipment to those of the PBM, PBV or lighter-than-air craft of his first active duty tour.

In many cases the Reservist may even have a chance to visit foreign ports while on ACDUTRA. In recent years there have been many opportunities for such tours that include liberty in Spain, Italy, Greece, Pearl Harbor, Canada, Mexico and Caribbean ports.

Last, but not least, Reservists continue to turn up for drills and ACDUTRA year after year simply because every one of them knows his readiness to serve is a current, countable asset in his country's defense. It is old-fashioned patriotism in the form of a Ready Reserve ID Card.

—JOC Herb Perkins, USNR



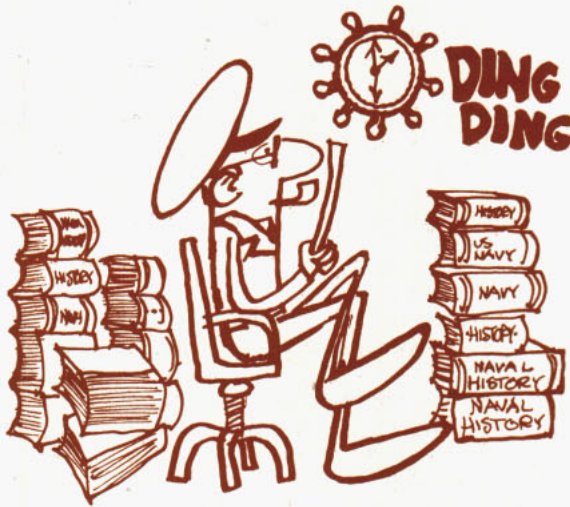
peared in the 1935 edition of the Methodist Hymnal, and begins with the words "O Master of the Waking World."

The words of "Eternal Father," now better known as the Navy hymn, were written in 1860 by Rev. William Whiting of the Church of England. After he had survived a vicious storm in the Mediterranean, Rev. Whiting was inspired to write the following words, the first stanza of "Eternal Father":

*Eternal Father, strong to save,  
Whose arm hath bound the restless wave,  
Who bid'st the mighty ocean deep  
Its own appointed limits keep;  
O hear us when we cry to thee,  
For those in peril on the sea.*

The music was composed by Rev. John Bacchus Dykes. The composition was originally entitled "Me-

# for the NAVY BUFF



Some time ago we ran a feature called "For the Navy Buff" which was a potpourri of little-known facts about the Navy. Response to the feature was good, so we've decided to clutter up your minds some more. Here, then, are more questions you may never have thought to ask, but might like to know the answers to anyway.

**Q. I recently heard a hymn entitled "O Master of the Waking World," which sounded very much like our Navy hymn, "Eternal Father, Strong to Save." The lyrics were different, but the music was the same. What's the story?**

**A.** Your musical ear was in tune. What you probably heard was "The Kingdom of God," which ap-

lita," the ancient name for the island of Malta. Rev. Dykes adapted the music to "Eternal Father" in 1861.

The hymn has long appealed to seafarers, particularly those of the United States, British and French navies.

How did it come to be our Navy's official hymn? In 1879 Rear Admiral Charles J. Train, then a lieutenant commander and officer in charge of the Midshipmen Choir at the Naval Academy, initiated the singing of "Eternal Father" during Academy chapel services.

Another popular stanza, with a Naval Aviation theme was written during or shortly after World War II. It goes like this:

*Lord, guard and guide the men who fly  
Through the great spaces in the sky,  
Be with them always in the air,  
In dark'ning storms or sunlight fair.  
O, hear us when we lift our prayer,  
For those in peril in the air.*

**Q. My ship has an instruction which says cooks will shine the ship's bell. This might make sense if the bell were on the mess decks, but it's not, it's on the forecastle. Shouldn't this be a job for the deck division?**

**A.** You must be a cook. This squabble has been going on ever since cooks and bells have shipped in the same vessel.

Tradition has it that shining the ship's bell is the cook's job, the reason being that in days of sail the bell hung close to the galley and the cook was the logical person to do the shining.





The tradition lingers today, but on many ships the duty does fall to the deck division, most often to a quartermaster or signalman striker. It's one of those prerogatives of the commanding officer.

Another Navy tradition says the ship's bugler, if there are any left, is responsible for shining the ship's whistle (we suppose because they both make a lot of noise). But again, in practice, if the whistle is of a material that can be left exposed and unpainted, someone in the division charged with upkeep of that part of the ship maintains the whistle.

**Q. A chief petty officer who served in an Iowa-class battleship during World War II says the recoil from a broadside of nine 16-inch guns would push his ship eight to 10 inches in the opposite direction. Someone else says this kickback would be three to four feet. What is the actual distance a BB would be pushed by a broadside recoil?**

**A.** The official word is "about two feet." Logic and a few facts help clarify the "about" portion. A big, heavy Iowa-class battleship would be pushed less by broadside recoil than a smaller BB with the same guns. It's true that the Iowa-class 16-inchers were 50-caliber, and other classes had 45-caliber guns, but considering the Iowa weight advantage the larger caliber probably made little difference in recoil push.

If you consider other factors, such as roll, speed, wind and sea conditions, it might be safe to argue that the recoil push of any given broadside cannot be figured before the salvo is fired. So, "about two feet" is about the best answer.

**Q. What is the meaning behind the sleeve device worn by JAG officers?**

**A.** It's called a Mill Rinde, and unless you're a student of heraldry, you may not have guessed it. The elements that make up the device have, of course, special significance.

The two gold oak leaves curving to form a semi-circle symbolize two things—the strength of the hulls of early Navy ships constructed of oak timber, and a counterbalance, such as the scales upon which justice is weighed.

Between the oak leaves is the strange-looking

shape called the mill rinde. It's also known as the link or cramp of a millstone. Down through the years, this implement, centered in the lower of two millstones, has been used to bear and guide the upper millstone equally and directly in its course. In so doing, it keeps the stone tracking properly, thereby contributing equal steadiness to every part.

Use of the mill rinde as a juridical symbol was suggested as early as 1527 by Bossewell, in his *Works of Armorie*. He wrote that such a device "might conveniently be assigned and given to judges, justices and to such others who have jurisdiction of the law, as a sign, or token for them to bear in their arms. This is to say . . . all judges are 'bounden' and tied in conscience to give equally to every man that which is his right." Other heraldry authorities have supported this concept, which led to its inception into the Navy.

**Q. A square-rigged submarine? I heard it, but I don't believe it.**

**A.** Believe it. In May 1921 the submarine USS *R-14* was dispatched from Pearl Harbor to hunt for a missing tugboat. After carrying out an exhaustive search for the missing tug, *R-14*'s skipper found himself out of fuel some 100 miles from Hilo Bay, the nearest port. To make matters worse, his radio



wouldn't work and he couldn't let Pearl know of his position or of his predicament.

The CO then decided to turn his ailing sub into a windjammer. At 0930 on 12 May, his log says, the crew began making the foresail.

A dozen hammocks were broken out and sewn together six long by two deep. The torpedo loading king post was put into place and became the foremast. Five pipe bunk frames were laid end to end and lashed together for the foreyard.

By noon the sail was in place. The afternoon watch's log told an odd story for a submarine: "Underway on starboard tack steering 320 degrees true making for Hilo Bay, speed estimated one knot."

Her crew wasn't satisfied with a mere one knot and started work on a mainsail. Six blankets were sewn together, two deep by three long, with one-



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inch curtain rods taken out of the officers' quarters serving as yards. The resulting contraption was lashed to the radio mast, and by 1845, *R-14* had a mainsail. Now her speed was estimated to be 1.5 knots.

This still wasn't enough for *R-14's* crew, who by now had become caught up in the spirit of the thing. They wanted to fly before the wind, with salt spray lashing them in the face. They wanted two knots.

So they made a mizzen sail. This time eight blankets were sewn together, two deep by four long. The yards were bunks and curtain rods again, and the boom of the torpedo loading king post (stepped forward) was now set up aft and became the mizzenmast.

With her three sails billowing in the breeze, *R-14* was now zipping along (as it were) at two knots.

At 0830 on 15 May 1921, the submersible square-rigger sailed into Hilo Bay, truly, we suspect, a sight to behold.

**Q. When was the first band concert held on board a U. S. Navy ship?**

**A.** According to a history of Navy music entitled "Battling Bandsmen," the band which played aboard the 28-gun frigate *uss Boston* in the harbor at Messina, Sicily, in 1802 provided the first recorded instance of a formal band concert aboard a U. S. Navy ship.

The idea might be said to have received a great deal of acceptance—at least by *Boston's* skipper. During an exchange of official courtesies, the band from one of the regiments quartered at Messina visited *Boston* to "treat the Yanks to a concert." *Boston's* CO was so pleased with the performance that he got underway for America with the musicians on board, despite their protests.

As might be expected, the United States government disavowed the act and directed that the musicians be returned to their homes forthwith.



**Q. What is the origin of the star on the line officer's sleeve and why is it placed with a single point down when the single point is placed upward on flags?**

**A.** Two questions without any apparent answer.

The star insignia on a line officer's sleeve was first authorized in U. S. Navy Uniform Regulations approved on 28 Jan 1864. The reason for its adoption, if any, has been lost.

Actually, the star was originally adopted in 1837 to distinguish officers of the Engineer Corps. In 1861, lieutenants serving as executive officers were directed to wear a gold embroidered star above the gold lace cuff stripe to indicate the precedence to which they were entitled by law.

All the regulations covering the star insignia have, since 1873, specified that one ray would point downward toward the gold stripe of the sleeve. No reason is given.

**Q. I once heard of a dog being given a captain's mast. True?**

**A.** True. Itchy, a dog of uncertain pedigree, once trod the decks of *uss Opportune* (ARS 41) as ship's mascot. Itchy was all-Navy and even had a service record stating that he was a coxswain, USN. He also wore a modified dress uniform to inspections. Page



two of his service record included the question "Do you plan to make the Navy a career?" "Yes, I plan to spend my life in the Navy," Itchy had answered dogmatically.

Then one day, while the ship was visiting Guantanamo Bay, Cuba, Itchy heard the call of the wild, or something, and went five days AWOL.

No exception to the Navy rule, Itchy was given a captain's mast. It was a grim day when the crew was called out to quarters to hear Itchy's sentence. The skipper told all present that Itchy was to be reduced in grade, and that he would lose five bones a month for six months.

Itchy, like any other sea dog, had found that going AWOL was definitely barking up the wrong tree.



**Q. As a flag lieutenant, I've heard a lot of stories about the origin and early use of aiguillettes. Can you set the record straight? Where did the practice of wearing decorative cords around the shoulder originate?**

**A.** The word aiguillette means a small needle, and is the tab which covers the ends of cord, such as those of a shoe-string. By extension, the term also refers to any ornamental studs, cords, or pins.

Contrary to popular belief, the aiguillette was never a cord to which a pen or pencil was attached so that generals and staff officers could write dispatches.

Nor was it a rope carried over an aide's shoulder to hobble the general's horse.

Nor was it a hangman's noose.

It is, in fact, a term that originally referred to the lacing used to fasten plate armor together—particularly the lacing supporting the arm defenses. A knot or loop arrangement was used which sometimes hung down from the shoulder. For such use, pointed tabs were placed on the ends of the lacing to allow threading and to keep it from unraveling. Hence, the term aiguillette.

Aiguillettes were added to the uniform of the U. S. Navy in 1907 to be worn by naval aides to the President and the Secretary of the Navy. Their design was undoubtedly copied from those already worn by officers of other countries.

**Q. I have read that a Navy bean is called a Navy bean "because there's more water in 'em." Can you give me the real reason?**

**A.** More water than what—mangoes? Breadfruit? Undoubtedly, they are less waterlogged than, say, a watermelon. In fact, Navy beans contain only 12.6 per cent water.

So how did they get the name? According to a reliable source (the dictionary) Navy beans are any of a white-seeded variety of the common kidney bean that is grown especially for its nutritious seeds. In some quarters they are called pea beans.

We thought the Navy bean might be another custom borrowed from the British. It isn't. British housewives who want Navy beans, we are told, sim-

ply ask for "that little white-seeded variety of the common kidney bean."

Further research led to these discoveries:

- A United States sailor's daily ration during the Civil War consisted of a pound of beans and salt pork.

- The 1917 edition of an encyclopedia refers to Navy beans, thereby officially establishing that the Navy designation was used during World War I.

- Navy cookbooks made no reference to beans as Navy beans until 1932.

The fact is, we have been unable to establish authoritatively the when, where and why of the Navy designation to the bean.

In view of the evidence, however, it seems reasonable that these beans became a seagoing staple, thus Navy beans, because of their low water content, their ability to withstand bulk unrefrigerated storage and their unusually high nutritional value.

**Q. Aside from *uss New Jersey* (BB 62), I say the last battleship to be decommissioned was *uss Wisconsin* (BB 64). My friend insists it was *Iowa* (BB 61). Who's right?**

**A.** You are, but only by 12 days. *Iowa* was decommissioned on 24 Feb 1958. *Wisconsin* went out on 8 Mar 1958.

**Q. Has a surface ship ever been fitted with *Polaris* missiles?**

**A.** Yes, one. *uss Observation Island* (EAG 154), a converted merchant freighter, was fitted with one *Polaris* launcher on her fantail for test firings in the *Polaris* development program.

The conversion, which took 13 months, also gave her sophisticated navigation gear similar to that in the fleet ballistic missile submarine, a roll stabilization system, extensive workshops to support the missile system and new navigation, fire control and launching systems.

On 27 Aug 1959 *Observation Island* fired a *Polaris* ballistic missile from a ship at sea for the first time, off Cape Canaveral.

Incidentally, two other U. S. Navy ships before *Observation Island* have been used as floating missile test launchers. They were *uss Norton Sound* (AVM 1), which tested the *Viking* rocket, and the converted battleship *uss Mississippi* (AG 128), which tested the *Terrier* missile.

**Q. How many ships has the U. S. Navy had named *George Washington*?**

**A.** Three. The first was purchased by the Navy in 1798. She was rated at 32 guns and at least once in her career carried American tribute to the Dey of Algiers. Adding to this humiliation, the Dey on one occasion forced her to carry his emissaries and gifts to the Grand Seignior of Constantinople. She was sold in 1802.

In 1908, Germany built a ship named *George Washington* and used her in the trans-Atlantic run. She was seized by the U. S. in 1917 and used as a troop transport throughout World War I. In 1918 this ship carried President Woodrow Wilson to France for the Versailles Peace Conference, marking





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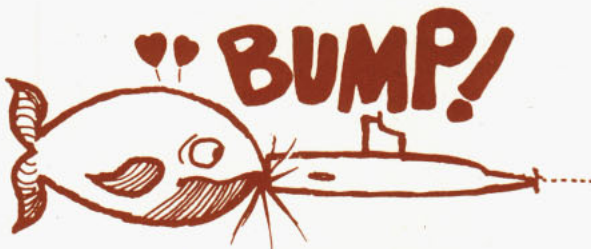
the first trip to Europe by a U. S. chief executive. Later she was called up for World War II service under the name *uss Catlin* (AP 19). Following the war she was placed in the Maritime Reserve Fleet and later sold for scrap in 1951.

The latest *George Washington* is, of course, SSBN 598, our first fleet ballistic missile submarine, launched on 9 Jul 1959.

## **Q. When did the Navy stop naming submarines for fish?**

**A.** This has been an on-again, off-again proposition over the years. The Navy's first submarine, *Holland*, was named in honor of her designer and builder John P. Holland. Immediately after that subs were named for fish and other forms of sea life. This practice actually predated the Navy's submarine force since David Bushnell's one-man sub was named *Turtle*, and some years later Robert Fulton built a sub and named her *Nautilus*.

In 1911, with a growing submarine fleet, the Navy abandoned the practice of naming its underwater craft and designated them with letter-number combinations. This was done until the early 1930s when



the Fleet-type subs went into production and marine creatures' names were once more used. The advent of the postwar nuclear Navy found subs with names such as *Nautilus*, *Seawolf*, *Skate* and *Skipjack*.

When the fleet ballistic missile subs were building they posed something of a naming problem because they were to be strategic rather than tactical weapons.

A variety of schemes for naming the new boats was proposed, including the use of states, cities and submarines lost in WW II. The Navy finally settled on famous Americans known for their dedication to the cause of freedom and foreigners who contributed to America's cause. *George Washington*, appropriately enough, was the name chosen for the first FBM sub.

## **Q. It has occurred to me that the safety of a ship working her way through a busy harbor might be increased by the use of turn signals similar to those on automobiles. Has this ever been tried?**

**A.** As a matter of fact it has, but without much success. In 1960 the Navy ran an experiment aboard the cargo ship *USNS Golden Eagle*. This was after an evaluation had been made of lighted turn signals used on a Dutch ship in the English Channel.

Designed for meeting and crossing situations, *Golden Eagle*'s turn signals were lighted arrows

mounted across the railings on the forward side of the flying bridge. Each arrow was composed of twenty-eight 100-watt bulbs enclosed in amber globes. They were visible to oncoming ships through an arc of 120-degrees. The control panel for the signals was mounted on the forward bulkhead of the wheelhouse, and when the switch was thrown, the lights flashed for 30 seconds. Additional settings could be made to allow for a longer maneuver.

Apparently, turn signals at sea didn't work out since we haven't seen any recent ships flashing a right turn into port.

## **Q. What was the last diesel-electric submarine built by the U. S. Navy?**

**A.** The last noncombatant diesel-electric sub built was *uss Bonfish* (SS 582). One of three boats in the *Barbel*-class, she was commissioned on 9 Jul 1959. She has three 4800-hp diesel engines and two 3150-hp electric motors. They can push her "teardrop" shaped hull to 25 knots submerged, and 15 knots on the surface.

## **Q. How big is the anchor chain on an aircraft carrier?**

**A.** Too big to heave around by hand. The anchor chains on *uss Enterprise* (CVN 65), for example, weigh 333,360 pounds—more than 166 tons. She carries two 180-fathom lengths (2160 feet) which figures out to a total of 926 links. Each link is about 28 inches long, 17 inches wide and five inches thick.

Tests showed that the chain's breaking strength is more than 2.5 million pounds—more than enough, its builders felt, to handle any strain *Enterprise* will put on it.

The chain is a forged die-locked type first designed and developed by the Boston Naval Shipyard for *uss Forrestal* (CV 59). The initial order for it was placed in April 1959, and it wasn't finished until almost two years later, in the spring of 1961—more time than needed to build entire ships 20 years ago.

## **Q. When was the pilot ejector seat developed?**

**A.** When jet aircraft came onto the scene it became apparent that some sort of new method for getting the pilot out of a damaged plane was needed. It was kind of tough to jump out of a plane going





at jet speeds and, if you got out, even tougher to clear the plane's tail section.

With this in mind, the Bureau of Aeronautics' (now Naval Air Systems Command), Airborne Equipment Division started work on the ejection seat in 1946. The work was based on German technical papers which revealed the Germans were on the way to solving the problem. Reports of English and U. S. Army Air Force experts were also used. BuAer researchers discovered that the Germans had injured several of their experimental personnel, who had been recruited from prisoner-of-war camps, in testing an ejection seat which used a single charge. It was found that the single charge blasted the subjects from the plane without making allowance for body structural weaknesses. In some cases the charge compressed the spine enough to cause permanent injury.

The Navy thus developed a seat which used two charges. The first charge started the seat from the plane and a second charge, just a moment later, gave it momentum to clear the plane without putting all the push in one charge. Because of this, the spine was able to contract more gradually and the danger of injury was greatly lessened.

On 30 Oct 1946 Lieutenant (jg) A. J. Furtek made the first live test of the U. S.'s ejection seat when he was safely blasted from a JD-1. The plane was flying at about 250 knots at 6000 feet over Lakehurst, N. J.

**A. A friend says he remembers reading of a U. S. Navy ship during WW II that had wooden guns. Is he pulling my leg?**

A. Nope, your friend is telling the truth. On 18 Dec 1941 the U. S. Navy took a French ship, the *MS Marechal Joffre*, into custody and sailed her from Manila to San Francisco by way of Borneo, Java, Port Darwin and Sidney. En route to San Francisco the skipper decided he needed a submarine deterrent, so he had two wooden 5-inch guns built—one fore and one aft. These guns were manned whenever submarine attacks were expected. When the ship



reached San Francisco the guns were removed, the ship converted to a troop transport and renamed *USS Rochambeau*.

Wooden guns weren't exactly a new idea in WW II though. During the 17th century, when pirates were on the roam, most ships rigged up wooden guns in addition to any real ones on board. Called "Quaker Guns," these fakes were mounted where pirates could easily see them and, it was hoped,

would think twice before attacking such a heavily armed ship.

**Q. I heard that there was once a red, white and blue buoy in Chesapeake Bay. What was it used for?**

A. You're probably referring to a buoy moored in Baltimore harbor on 5 Sep 1914. Called the Star-Spangled Buoy, it marked the spot where Francis Scott Key wrote our National Anthem while a prisoner in the British frigate *HMS Minden*. The buoy was a tall nun type, with 16 alternate vertical red and white stripes topped with a blue field and 15 white stars. It was removed on 2 Nov 1914.



**Q. I know the official date for the founding of the Seabees is set in 1942. I also know there was a group of carpenters, painters, bricklayers, plasterers and other building tradesmen who formed into a "guinea pig" outfit at Great Lakes in September 1918 and was known as a Construction Battalion. When were the Seabees established?**

A. There was indeed a connection between the Seabees and the construction units located at Great Lakes during World War I.

The term Construction Battalion was not used until the mid-1930s when it was written into war plans.

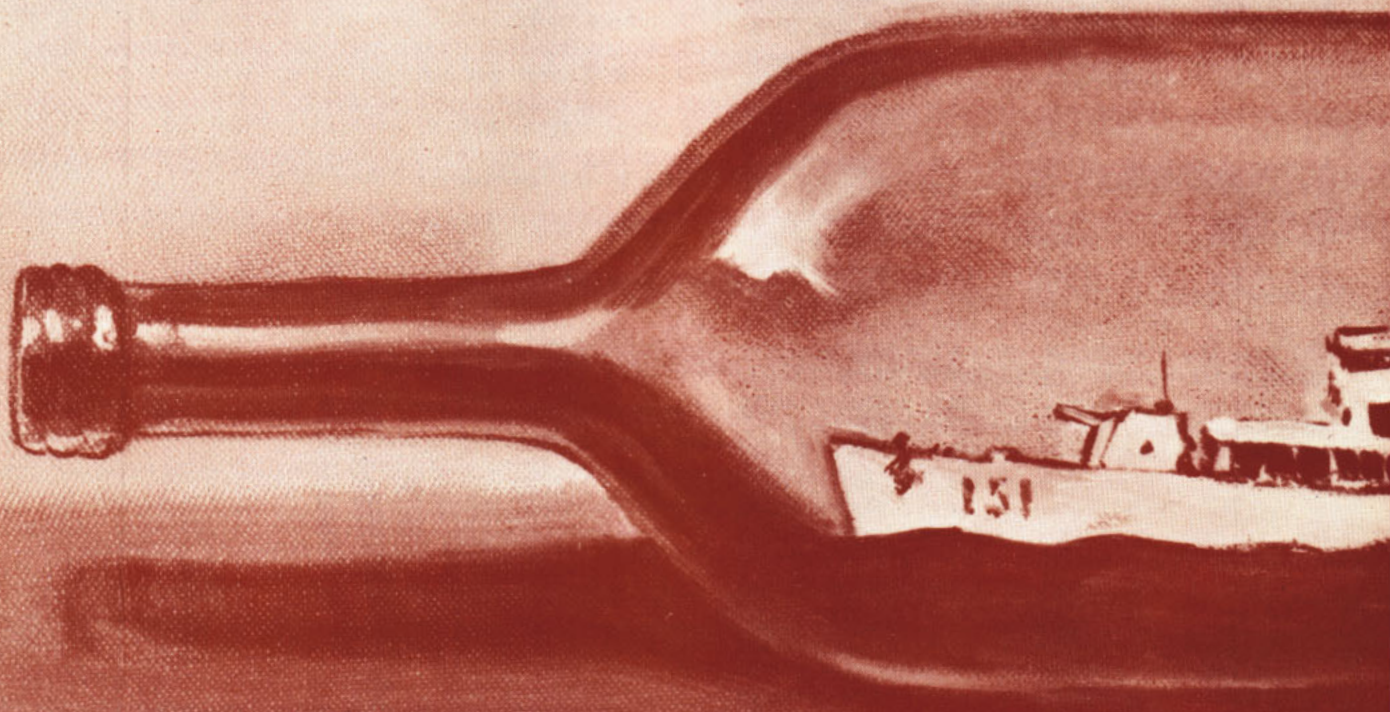
The Twelfth Public Works Regiment (the outfit you refer to?) was organized in December 1917 from a number of public works companies engaged in construction and maintenance of 10 separate camps at the Great Lakes Naval Training Station.

The Twelfth Regiment trained several hundred men for construction duties during WW I, but the Regiment was disbanded after the war. The concept of assembling construction forces with skilled enlisted men was rekindled under the name Construction Battalion when Rear Admiral Norman Smith became Chief, Bureau of Yards and Docks, in 1933. As a young lieutenant, ADM Smith had been involved in forming the original Public Works companies at Great Lakes.

However, the Navy established the World War II date of 5 Mar 1942 as official for the founding of the Seabees, and that's the way it is.

—JO1 Tom Lansing





## **Navy Alcohol Safety Action Program**

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# **Combating the Evils**

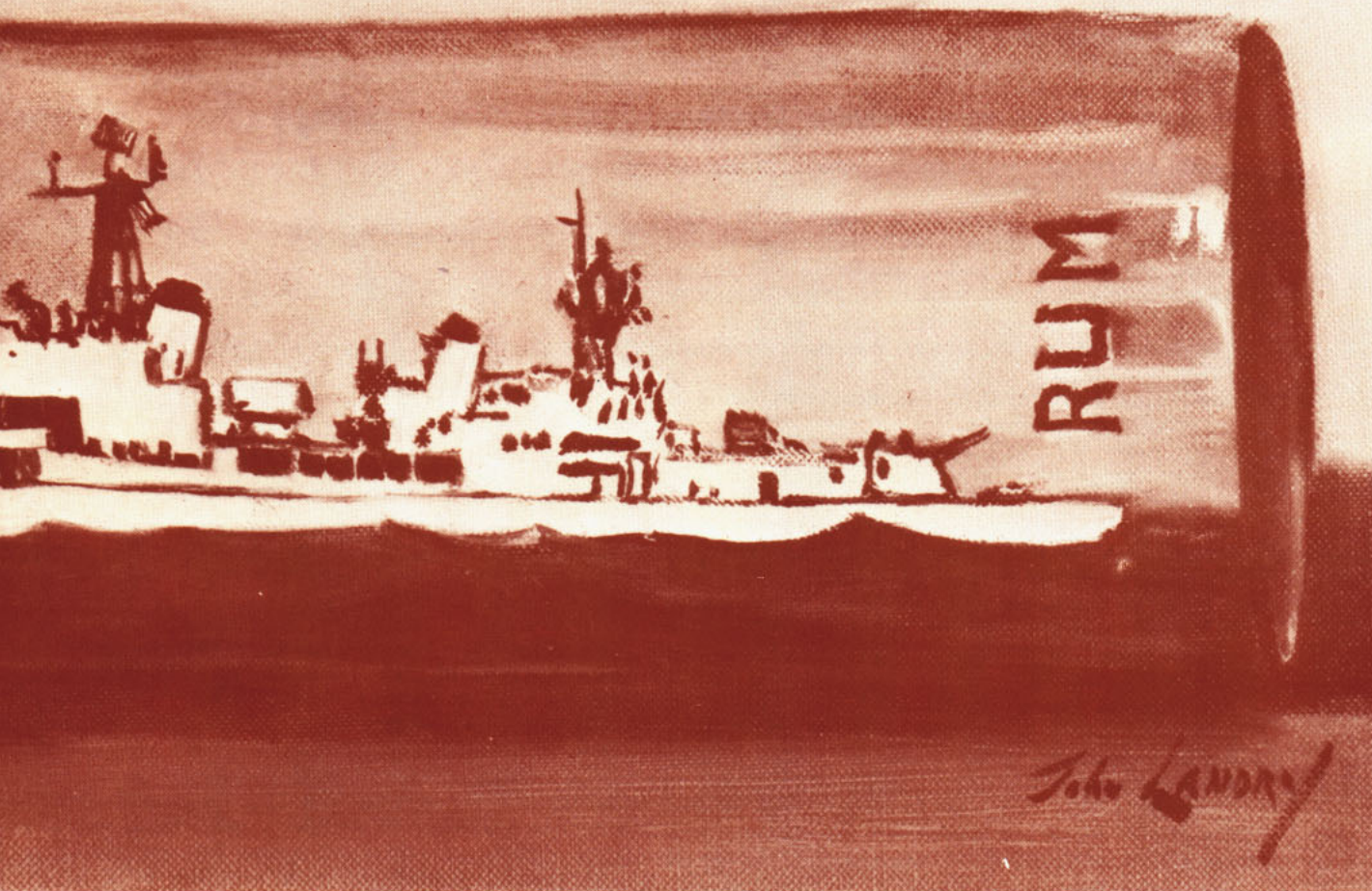
*Alcoholism is not only a Navy problem but with nearly 10 million alcoholics in the United States, a national problem as well. In an effort to do its part to help those suffering from this disease, the Navy, in 1967, began establishing its Alcoholic Rehabilitation Centers (see ALL HANDS Nov '74).*

*The Navy realizes that alcoholism is a safety problem,*

*particularly when combined with driving. In fact, auto accidents are seven times more frequent among alcoholics than nonalcoholics. The Navy now has a program designed to help problem drinkers and get them off the road.*

*The Navy Alcohol Safety Action Program (NASAP)*





# of Demon Rum

was initiated as a pilot program at Pensacola, Fla., in September 1974, to deal with all aspects of safety that may be jeopardized by alcohol abuse. Another unit was opened at Norfolk, Va., in January 1976. During the next year nine additional units are to be established. The new NASAP sites include: Charleston, Jacksonville, New London, Orlando, Pearl Harbor, San Diego, San Francisco, Seattle and Washington, D. C.

This program is aimed not at trying to treat casualties

at the bottom of the cliff, but rather, at building fences at the top to prevent future crises. The program enables earlier identification of problem drinkers and alcoholics involved in traffic and safety violations, work accidents and disciplinary offenses. Through this early identification, they may then be channeled into education or treatment programs before the alcohol problem worsens.

Co-sponsored by the Alcoholism Prevention Division of the Bureau of Naval Personnel and the Naval Safety



# Navy Alcohol Safety Action Program

Center, NASAP provides alcohol and alcoholism education. Through NASAP, judges, law enforcement officials and commanding officers are offered an alternative to the traditional punitive approach to dealing with those whose problems with alcohol produce secondary problems. The program is based on the U. S. Department of Transportation's Alcohol Safety Action Program (ASAP), but extends further than a fundamental concern with drinking and driving.

Navy research indicates that alcohol is often a factor behind other problems. These include job-related accidents, fights in barracks, unauthorized absences, excessive sick calls and hospital treatment, family or financial difficulties and decreasing job performance. The Navy program recognizes that these incidents, along with motor vehicle traffic offenses, are "red flags" signaling the need for treatment or education of the individuals involved.

The extent to which alcoholism or alcohol abuse constitutes a problem for the Navy raises the obvious question—how large is the problem? Another logical question: How many Navy people are involved in scrapes with the law, traffic or safety violations, or disciplinary offenses because of alcohol?

Based on data collected by the Naval Safety Center in Norfolk, Va., NASAP officials conservatively estimate that between July 1973 and June 1974, alcohol-related accidents involving naval personnel resulted in 114 deaths and 447 injuries. Additionally, the Navy lost \$8.5 million in property damage and personnel losses. These figures include only motor vehicle accidents and situational accidents.

Alcohol directly accounted for 101 of 284 deaths and 334 of 1547 injuries in total Navywide vehicular accidents. "Alcohol-related" is defined as having a blood alcohol content (BAC) of at least .05 per cent. The costs of these accidents were \$6,585,200 due to deaths and \$768,200 due to injuries—a total of \$7,353,400.

Commander Gerald Bunn, program coordinator in the Bureau of Naval Personnel's Alcoholism Prevention Division, said, "These are conservative figures. While



our alcohol-related fatalities run 35 per cent of the total, we know generally that at least half of all fatalities on the highways are alcohol-related. We also know from our studies that military drinking habits approximate those of the civilian population.

"A significant point about alcohol-related arrests is that only 33 per cent of them were for driving while intoxicated (DWI)," CDR Bunn noted. "Thus, only a third of those arrested would receive help under most ASAP-type drunk driving programs. But with the Navy's program, we will be able to reach a larger percent of those arrested for alcohol problems.

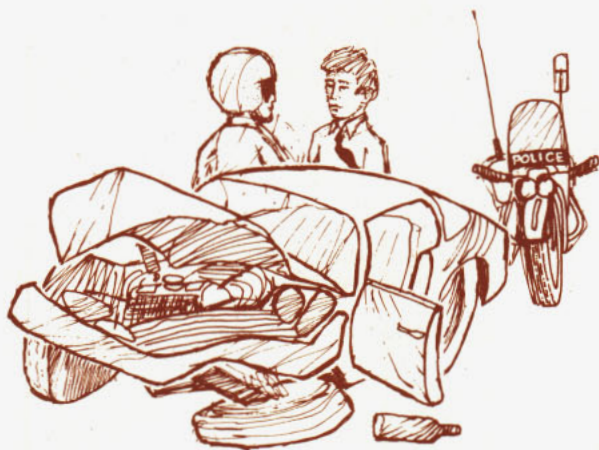
"Another point we have found about the individuals who are involved in the DWI arrests is that they are generally repeaters," the commander added. "This kind of behavior is typical of people who are not being helped."

- The repeater rate for *untreated* Navy personnel arrested for driving while intoxicated is approximately 52 per cent during a one-year period, one survey showed.

- A study conducted on the ASAP in Fairfax, Va., found that the repeat rate drops to seven per cent for those who receive educational counseling or treatment through an ASAP-type program.

"What all this information says," CDR Bunn explained, "is that with respect to alcohol-related accidents and arrests, the Navy has a problem, as does the nation. There is a need for an action program to help these people, and the Navy is doing something about it."

Another way of looking at the alcohol problem is to consider how the deaths and injuries related to alcohol problems affect Navy manpower capabilities. From





July 1973 through June 1974, a total of 74,901 mandays were lost to the Navy due to accidents. There were 114 injuries and 13 deaths, at a cost of over \$1 million. These numbers are believed to be conservative because of the insufficient reporting of alcohol as a contributing factor.

"We can see that a problem exists in the Navy with alcohol-related accidents, injuries, and offenses, and that alcohol-related automobile accidents are a large part of the problem," CDR Bunn said. "The problem can have serious consequences on operational effectiveness and on the efficient use of manpower. But we're concerned, too, with the needless human suffering of the individual and his family and friends who are all affected. It is not only a personal problem; it is the Navy's problem."

The basic approach of the NASAP and other ASAP programs is that "crisis intervention," which occurs when an alcoholic or potential alcoholic is identified through some alcohol-related safety offense, provides the opportunity to "motivate" the individual to deal with the underlying problem. The programs work in conjunction with local law enforcement systems—the individual must make a choice between going to school or being sent to jail.

In Virginia, for example, a judge can place a man on probation for a period of one year, pending sentence, during which he can complete either an ASAP-type education program or he can receive treatment. The program is voluntary and the offender may elect not to go along with the education approach, but to take a more conventional sentence.

"People found that in such cases, however," CDR Bunn said, "the judges imposed rather stiff alternative sentences. For example, for a first offense of DWI, a fine could be \$150, one year's suspension of license, and 65 days in jail—not suspended. This kind of experience is the reason that in Virginia the election of the education or treatment options has been taken by about 97 per cent of the cases."

The NASAP program has increasingly contributed to saving lives, time, and money for the Navy. Its operation involves four elements: screening, classroom training, instructor training, and civilian/military workshop.



The screening interview is the first step in determining what is needed by an individual who is referred to NASAP. Depending on the extent to which an individual is involved with alcohol, he or she is referred to one of the two levels. The first level is a 36-hour alcohol education program generally directed toward first offenders. The second level involves referral to a rehabilitation facility for treatment.

The 36-hour classroom course was developed by the University of West Florida for the Pensacola pilot project. It is given two nights a week, in three-hour sessions for six weeks. The schedule can be modified to suit other localities. The Bureau of Naval Personnel's Alcoholism Prevention Division is prepared to provide technical assistance and guidance to set up the program.





# Navy Alcohol Safety Action Program



The third program element is a 40-hour instructor training course. Eight hours are devoted to course material and the remaining 32 hours are devoted to teaching skills, such as communication. NASAP officials feel that potential instructors need not be recovered alcoholics to be effective in the educational program.

The fourth program element is the civilian/military law enforcement workshop.

"What is expected here," CDR Bunn explained, "is to get the civilian people who are involved with the Navy to gain an understanding of the mutual problems and the approaches to solving them. We go into a community and invite the judges, the probation officers, and law enforcement people who are involved in alcohol problems to meet with our people for a one-day seminar. We describe the Navy Alcoholism Prevention Program and NASAP and ask them to tell us what we can do to help them in their programs."

During the first year of operation of the pilot program it is apparent that the courts are giving 100 per cent cooperation on driving while intoxicated cases. Navy commands are rapidly joining the program and it appears that about 30 per cent of non-traffic military offense cases are being referred to NASAP.

The DWI use of NASAP is 100 per cent because of agreements with judges in the Pensacola area to order a Navy offender directly into this program. The Navy command option plan, which covers the non-traffic military offenses, is in a transitional stage. While the average of all such cases in the Pensacola area using this program for the first year of NASAP operation is about 30 per cent, the percentage has been increasing

each month. For June 1975 it was up to about 45 per cent.

The total number of individuals screened during NASAP's first year of operation was 306 and 233 (or 76 per cent) were graduated from the program. To date, only two graduates got into trouble with alcohol again. A significant indication of the positive feedback from the program is that there have been a number of "walk-ins." These individuals heard about NASAP from their shipmates, felt they either had a potential problem or just wanted to know more about the subject.

Because of NASAP intervention procedures, earlier identification of potential alcoholics is possible. There is no need to wait until an individual's career has been ruined, his family relationships broken and his or her life destroyed before he or she is identified and brought into a positive help program.

The average age of the NASAP participant is 25. This points to the probability that NASAP is reaching the potential alcoholic at an earlier development stage. It may also be symptomatic of the recent trend of alcoholism occurring at earlier ages. (The National Institute on Alcohol Abuse and Alcoholism—NIAAA—has estimated that 1.3 million of the 10 million alcoholics in the country are people under 25. It has also been found that 60 per cent of all traffic fatalities are teenagers.)

NASAP has proven to be a worthwhile program. It provides a much-needed service to Navy people and can improve the Navy's relationship with the civilian community. It is already making significant impact.

—JO2 Jan Wood



# For 39 seconds, time and life stood still in Guatemala



Nearly 20,000 dead.

More than 66,000 injured.

One out of every six homeless.

These are not the results of a war, but rather that of last February's earthquake in Guatemala. It registered 7.5 on the 10-point Richter seismological scale and lasted only 39 seconds.

But the waves of shock were far-reaching. Nations around the world rallied to help put the tiny country together again. In Morehead City and Cherry Point, N. C., in Fort Bragg and Fort Benning, Ga. and in Norfolk, Va., soldiers, sailors and marines cooperated in forming the Guatemala Humanitarian Task Force.

Activity along the Eastern Seaboard began shortly after the U. S. Ambassador to Guatemala requested assistance for the Central American nation. Roads needed repair, bridges had to be built and supplies had to be delivered.

An Amphibious Squadron staff—three "gator" ships and a Naval Beach Group detachment—was Navy's input. Army provided a task force of engineers.

With little time for planning, decisions were made rapidly. ComPhibRon 4 picked up Army engineers in Morehead City. A Marine captain went to Guatemala City—the fourth capital in Guatemala's history—to prepare for the squadron's arrival.

The three amphibious ships—USS *Hermitage* (LSD





34), USS *Boulder* (LST 1190) and USS *Fairfax County* (LST 1193)—transported the task force and relief supplies to the town of Santo Tomas.

The staff was in *Hermitage* along with the naval beach group detachment which included two LCUs, two pusher boats, a bulldozer, and an underwater demolition team detachment.

*Boulder* picked up pontoon causeways before departing Norfolk. After arriving in Morehead City and a loading conference with Army representatives, the "gators" started loading the Army Engineers

Most soldiers had never been aboard a ship before and their first concern was, naturally, seasickness. They were assured that the flat-bottomed ships rode smoothly.

The four-and-a-half-day trip included some shipboard recreation highlighted by holiday routine and a cookout the day before entering port. The Army men rested up during the trip south; it would be weeks before they would have such an opportunity.

Before entering Santo Tomas de Castilla, staff officers boarded *Hermitage* for a planning conference. During the eight days between notification of the operation and the arrival of the ships, soundings had been made of the harbor floor to determine any damage the earthquake caused.

*Hermitage* dropped anchor, ballasted down and launched her landing craft. The LCUs proceeded to the beach while the LCM-6s offloaded the pontoon causeways from *Boulder*.

Seven divers made reconnaissance dives along the beachfront and moved marker buoys to allow room for maneuvering ships. The Navy beach group detachment set up operations on the beach and directed offloading.







Seabees cleared a roadway for earthmoving equipment and trucks.

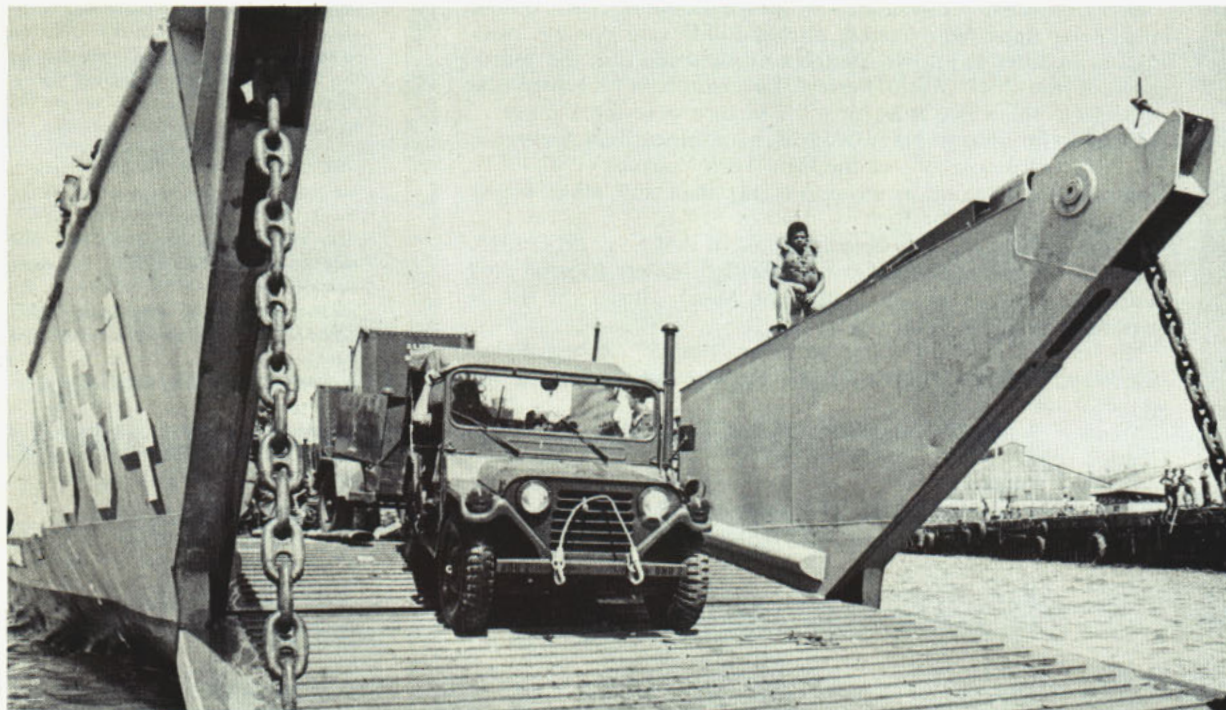
Men aboard *Boulder* and *Fairfax County* worked through the night assisting Guatemalans unload cargo from the main decks. The equipment was loaded aboard causeways and pushed to the beach where the Seabees moved it to the marshalling area.

After *Hermitage* recovered her landing craft, the ships departed for home, leaving the Army engineers

at work repairing some 128 miles of road and replacing bridges.

There remains much to do in Guatemala before some semblance of order and normalcy is restored. It will take time. And in the end, U. S. sailors and soldiers and marines will have played an important part.

—Story by PH1 Jon Sagester  
Photos by PH1 Sagester and PH3 Oliver





# TAFFRAIL TALK

## Abner Started It All...

As the nation celebrates its Bicentennial this year, baseball is enjoying a centennial celebration of sorts—1876 was the year the National League was born—and baseball became the All-American game. (Baseball goes further back than that, however. Abner Doubleday had devised the game in 1839 and laid out the first baseball field at a military prep school in Cooperstown, N. Y.)

Since the early days of sandlot, semiprofessional and professional baseball, Americans have been obsessed by the game. When it comes to baseball fans, Navymen have been among the most avid. Legions of communicators couldn't begin to get a night's rest aboard a ship at sea until the day's scores and league standings were published for the crew.

Many, too, are the baseball heroes who were Navy veterans, trading their major league baseball uniforms, temporarily, for Navy blues.

A roll call of these ex-Navymen could form an awesome team and during last year's world series the following players were marked as the "All-Navy World Series All-Star team." Take a look at this dream lineup—all of them Navy veterans and all of them World Series veterans (the years in which they played in the series are carried in parentheses):

Johnny Mize would be playing first base. During his four-year stint with the New York Yankees (1949-1953), he played in two world series.

At second base would be former Navyman Charley Gehringer. He played with the Detroit Tigers (1934-35, 1940), batting .379 in the 1934 World Series.

Shortstop belongs to Harold "Pee Wee" Reese of the Brooklyn Dodgers, 1941, 1947, 1949, 1952-53, 1955-56. Pee Wee batted over .300 in three different world series.

Harry "Cookie" Lavagetto, Brooklyn Dodgers (1941, 1947); holds down third. With Yankee pitcher Bill Bevens one out away from a no-hitter (with two Dodgers on by walks), in the fourth game of the 1947 World Series, Lavagetto's hit enabled the Dodgers to score two runs for a 3-2 victory over the Yankees.

Catcher for this all-Navy team is none other than Lawrence Peter "Yogi" Berra, one of the New York Yankees (1947-1963). Yogi played in more world series (14) than any other player and was elected to the Baseball Hall of Fame.

In the outfield are Tris Speaker (Boston Red Sox, 1912, 1915; Cleveland Indians, 1920), George "Duffy" Lewis (Boston Red Sox, 1912, 1915-1916) and Stan "The Man" Musial (St. Louis Cardinals, 1942-44, 1946).

No one but Hall of Fame member "Rapid" Robert Feller (Cleveland Indians, 1948) could be the starting pitcher for the squad of Navy all-stars.

Manager would be, of course, "The Old Perfessor" himself, Charles Dillon "Casey" Stengel. Yes, he also was a Navyman.

The list continues with other former Navymen who became great baseball players. In our 200th year (and big league baseball's 100th), the Navy salutes these sports figures.

*The All Hands Staff*

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**AT RIGHT:** If you think this job was rough, you should have seen the dentist as he tried to find out which tooth ached. Actually, Navy dentist LT Jay W. Chrisman helps out in his spare time at the San Diego Zoo. Working on a 157-pound chimpanzee named George is all part of the effort. (Photo by Lt. S. D. Frank, USN)









**THE TALL SHIPS ARE COMING  
NEW YORK - JULY 2-5 1976**